



NAVY NEWS

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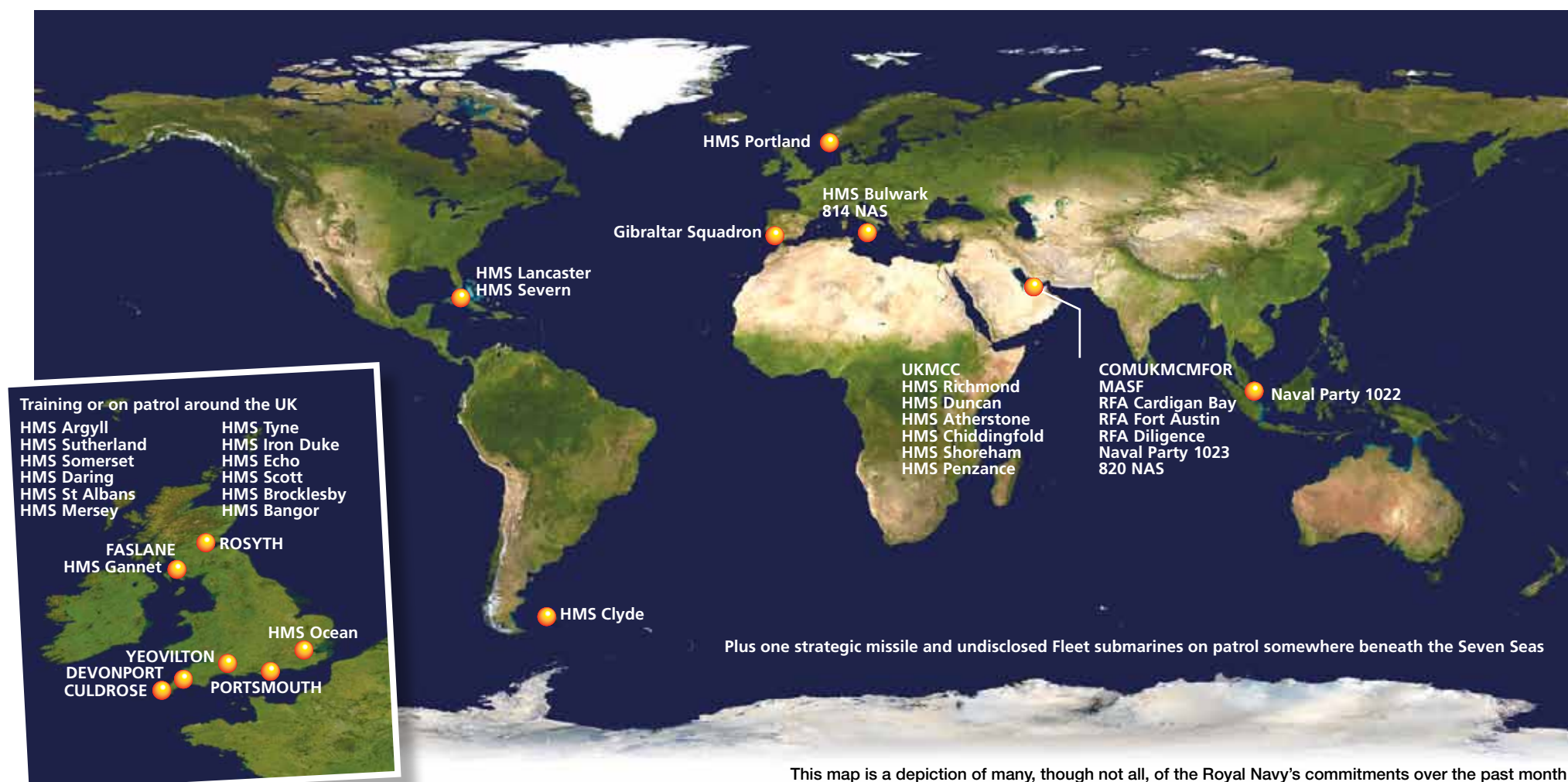


NATIONS UNITE

● The view from Royal Navy flagship HMS Bulwark of warships from Turkey, Australia and New Zealand taking part in a sail-past during the Gallipoli centenary commemorations in Turkey. See pages 20-24.

Picture: L(Phot) JJ Massey





This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

FLEET FOCUS

Protecting our nation's interests

OR MAYBE this month we should rename this column Flagship Focus, for this is a very **Bulwark**-heavy edition.

She's on the cover (well, her billowing Union Jack is). She's on pages 3-5. And pages 20-23.

As befits her title as the Navy's premier vessel, the amphibious assault ship was called upon to perform ceremonial and operational duties.

Ceremonial was in the form of the UK's representative at the the international commemorations of the 100th anniversary of the Gallipoli landings (pages 20-23). We also look at episodes from the ill-fated campaign through the eyes of the **Royal Naval Division** (page 12) and a nurse on a hospital ship (page 24).

And the operational? Operation Weald – rescuing more than 700 migrants trying to cross from Africa to Europe on utterly unfit craft, aided by the Merlins of **814 Naval Air Squadron** (see opposite).

Bulwark will soon be handing over the title of flagship to the nation's largest warship, **HMS Ocean**, which has been in London this past month. And London. And Scotland (see page 36).

The Mighty O was in Scottish waters for the latest **Joint Warrior** exercise where, alongside a substantial RN/RM presence (including **30** and **45 Cdos**), there was a strong international flavour to proceedings (see page 13) – nearly 60 vessels were in attendance.

On the long road back to front-line duties **HMS Sutherland** has been calibrating her guns and testing her torpedo system, while **HMS Portland** has been flexing her anti-submarine-warfare muscles off Norway with NATO (see page 17).

HMS Richmond became the first RN ship in half a century to visit Zanzibar (see page 6).

Elsewhere, the families of five ship's companies have reason to celebrate: minehunter **HMS Pembroke** is back from NATO duties in the Baltic and North Sea; **HMS Dragon** completed a lengthy stint in the North and South Atlantic (plus a short spell in the Pacific)... as did **HMS Protector**, away for even longer (19 months); and **HMS Kent** and **Dauntless** finished their tours of duty east of Suez. See pages 6-7 for a round-up of the homecomings.

While drug busts in the Caribbean and, to a lesser extent, the Indian Ocean regularly pop up in these pages, not so home waters. So hats off to the men and women of **HMS Somerset** who bagged the biggest cocaine haul in the North Sea in conjunction with the UK Border Force (see right).

Last month marked the 250th anniversary of the launch of Britain's most famous warship (and Britain's 73rd most popular tourist attraction), **HMS Victory**. We look back at her history as a draw for visitors (see page 11).

And May also marked the 70th anniversary of the end of World War 2 in Europe – cause for both celebration and reflection then, as now. See page 15 for a round-up of the RN's involvement in 2015's **VE Day 70** events.

And lest we forget today's generation, coming up this month is the nationwide **Armed Forces Day**. See page 19 for a preview.

However good our (occasionally) sparkling words are, **Navy News** would be considerably poorer without the images of the **RN Photographic Branch**. We celebrate its work courtesy of the Peregrine Trophy awards (see pages 8-9).

And finally, if you're looking for an unusual location to skim this issue, you'll do well to beat the scuba diving team from **HMS Bulwark** (them again...) who flicked through a (laminated) May edition on the Aegean sea bed (see page 33).



ROYAL Navy frigate HMS Somerset helped seize a record haul of cocaine in the North Sea.

The drugs had an estimated total weight in excess of three tonnes which, if cut and sold in the UK, could have had a likely potential street value of more than £500 million, depending on purity.

Acting on intelligence supplied by the National Crime Agency, the ocean-going tug MV Hamal was intercepted about 100 miles east of the Aberdeenshire coast of Scotland.

A team from the Type 23 joined personnel from the Border Force cutter Valiant for the operation.

Radar operator AB Ben Payne, who was the first to detect the Hamal, said: "We'd been looking for it for hours and when the small contact came up on the screen I checked it against our other sensors and something didn't seem right."

The 24-year-old from Devon added: "It's my job to keep the ship safe by watching the radar screens so it's even better to find something this important for the team to follow up."

For AB Ben Borman, Somerset is his first ship. The 19-year-old from Wiltshire, who was a member of the boarding team, said:



● AB Payne



● AB Borman

"This was the first time I have done anything like this, but when I saw the rest of the team getting ready and going through their drills everyone was really professional and it gave me the extra confidence to trust my training."

Somerset's CO Cdr Michael Wood said: "Somerset is a highly capable fighting ship, with an excellent team. They rose to the challenge and found the needle in the haystack."

The interception came after close co-operation with the French Customs Service DNRED and in co-ordination with the UK's National Maritime Information Centre (NMIC) plus the Maritime Analysis

and Operational Centre – Narcotics (MAOC-N) based in Lisbon, Portugal.

The vessel, registered in Zanzibar, was boarded and accompanied into Aberdeen where a search was carried out by specialist Border Force officers with support from Police Scotland.

John McGowan, senior investigating officer for the NCA, based at the Scottish Crime Campus, Gartcosh, said: "The search of this vessel has been lengthy and painstaking, undertaken by hugely skilled specialists working in difficult conditions."

"The result is this massive discovery – believed to be the biggest single class A drug seizure on record in the UK, and likely to be worth several hundred million pounds."

The crew of the Hamal, nine men all aged between 26 and 63, were charged with drug trafficking offences.

Devonport-based HMS Somerset was returning from the annual Joint Warrior exercise in Scotland when she was asked to assist.

Following the drugs seizure, Somerset sailed into the port of Leith, Edinburgh, for a four-day visit, including a service of commemoration for the centenary of the Gallipoli campaign.

To give others a future

A STILL-frightened Maliko Izic looks up at MA Morwenna Nichols as she offers assistance.

The four-year-old – and his mother and father – was one of more than 400 people saved from overcrowded, unsafe makeshift rubber boats in the middle of the Mediterranean, the second rescue performed by the men and women of Britain's flagship on her new humanitarian mission.

Fresh from playing a leading role in the centenary commemorations of the Gallipoli landings – see pages 20-23 – HMS Bulwark was dispatched to join the international effort responding to the tide of migrants pouring across the Middle Sea from Libya to Europe.

RICHARD HARGREAVES was aboard for the ship's first rescue.

IT'S a little after stand-easy on a spring morning aboard Britain's flagship.

The assault ship methodically moves through an invisible box in the Mediterranean, 50 miles square – 2,500 square miles of ocean, or about the size of Devon. Up and down. Up and down.

On the bridge, AB(Sea) Sarah Griffiths grabs a pair of binoculars and scans the horizon in a 180-degree arc.

The Mediterranean is as benign as it is ever likely to be. The waves are almost non-existent. There's next to no breeze. The sun is radiant.

In these conditions, she should be able to see a boat 100ft long or more up to ten miles away, a 30ft craft at seven miles, someone in the water perhaps a mile and a half away from HMS Bulwark.

Nothing.

It's the second day of nothing. Actually, mostly nothing. Occasionally a large merchantman or tanker briefly shimmers on the horizon, or the bridge radio crackles into life. Sometimes broken English. More typically Italian or Arabic.

A breathless Lt Cdr Rubin Nash scrambles up the stairs.

We've got trade.

He huddles with navigator Lt Cdr Grant 'Kenny' Dalgleish over Bulwark's electronic chart.

The Italians in Rome have received two distress calls from a rubber dinghy. 120 pax. 120 passengers.

He gives the reported position: roughly 40 miles north of the Libyan capital Tripoli.

A few flicks of a rollerball, mouse clicks and taps of the keyboard and navigator estimates the distance: 75 miles from Bulwark. At best speed, about 18kts, or just over 20mph, nearly four hours' sailing. Plenty of time for a well-oiled machine to get going.

FOR ten days now, the men and women have practised for this moment. It started slowly. Taking on supplies in Crete. More supplies in Catania, Sicily. Yet more just down the coast in Augusta.

Energy bars (2,000). Shoes (nearly 1,300 pairs). Sweatshirts (700). Blankets (almost 800). Paper food bowls (just shy of 10,000). The list goes on. Nappies. Toothpaste. Sleeping bags. Tracksuit bottoms.

It was all carefully logged, separated and stored in two large compartments by the supply team – LS Gareth Mellin from Neath likened it to a mine so cramped did the rooms become.

Continued overleaf



pictures: po(phot) carl osmond and la(phot) jj massey, lt jamie weller and et louise george



Continued from page 3

Did he mind? No. Because he was “doing something which is going to make a difference”.

It was a recurring theme in the passageways, offices and mess decks. Doing something real, doing something for the good of others. It’s why the ship adopted the motto “to save lives and lessening suffering” for the mission, codenamed Operation Weald.

It’s bread and butter to the RN. The typhoon in the Philippines in late 2013, the terrible Boxing Day tsunami in 2004, the Haitian earthquake, volcanic eruptions, hurricanes and tropical storms barreling through the Caribbean with almost clockwork regularity.

But these are all saving lives and lessening suffering ashore. This is at sea. And it’s not just picking up the odd fisherman or crew of a foundering merchant ship, SOLAS in the language of seafarers. The Safety Of Lives At Sea. The bounden duty of all mariners.

But this is an exodus. A movement of hundreds of thousands of people. They flee unrest and chaos in Eritrea, Somalia, Nigeria, and Gambia, seeking a better life in Europe as people once left the Old World for the New.

Picked up in the Libyan desert by smugglers – they pay anywhere between £250 and £1,000 to men like Mered Medhanie (aka ‘The

General’) or Ermias Ghermany, a refugee-turned-trafficker – they are driven to ports such as Zuwarah, near the border with Tunisia, Tripoli, Khoms or Misrata.

They know the risks. They know the boats are unseaworthy and probably don’t have enough fuel to make the 300-mile crossing. And they know that if they send an SOS, help will come. Hopefully in time.

Four to six hours from the African coast, the telephone and radio calls to the Italian authorities begin. On Saturday May 2 they took 21 such maydays. Ten-metre boats crammed with 100 souls. Small wooden boats carrying nearly 450 people.

And they keep coming. The weather in early May – high pressure, low sea states – is ideal. There are half a million estimated to be waiting on Tripolitanian shores.

Today, Thursday May 7, 110 people – 30 of them women, one seven months pregnant – have decided to make that journey.

Their craft is little better than a raft: several large boards of wood joined together, 30ft long in all, a large inflatable ring fixed to them for buoyancy, an outboard motor strapped at the ‘stern’. There are a few suitcases. A pile of clothes. Sustenance is a box filled with dates. A handful of petrol and water canisters. Neither they nor the boat could ever cover 300 miles of open sea.

Which is why, 40 miles from Tripoli, they dial the emergency co-ordination centre in Rome. Their vessel has been at sea for two days. It is taking on water.

WE’RE now approaching the four-hour mark on our 75-mile dash westwards across the Mediterranean.

The sea is still glassy. There’s still the intermittent babble on the radio. But there are now a good half a dozen people peering through binoculars.

On the indistinct horizon – where the sea meets the sky is more a blur of beige-grey than a clear line – there’s the hazy outline of the Italian frigate Carlo Bergamini, while its NH90 helicopter buzzes around.

There.

Three miles away, a grey-white smudge just below the horizon. Even through binoculars, it’s discernible mainly because of the helicopter hanging over it.

On Bulwark’s bridge, there’s widespread incredulity at the size of the craft – “it’s just a big rubber dinghy” – and especially the idea that there are more than 100 souls aboard.

According to the search and rescue handbook – provided by the UK’s Coastguard and based largely on data collected from saving downed aircrew in World War 2 – in this weather, a craft this size is potentially visible from 15 miles. Those with 20-20 vision on Bulwark’s bridge spotted it at no more than five miles away.

Nor has it shown up on radar. For all the 21st-Century technology aboard Britain’s flagship, a good deal of the search relies on the Mark 1 eyeball.

But not entirely. They’re not flying today. But ordinarily two Merlins of 814 Naval Air Squadron are likewise scanning the surface of the Mediterranean.

Over two days, three helicopters hopped their way around 1,000 miles across Europe from Culdrose via Lorient, Béziers (near Montpellier), Hyères (near Toulon), Cagliari on Sardinia, and Trapani in western Sicily to their base at Sigonella, just outside Catania.

The Flying Tigers have brought out over 80 men and women – 20 aircrew, more than engineers and support personnel – for the mission, using Bulwark as a floating service station to meet their demands for fuel and technical support.

Merlin’s got excellent endurance. It’s stable. It’s safe. It can, if necessary, rescue a good dozen people. As a submarine hunter, its radar can detect a periscope jutting out above the ocean’s surface. And a periscope is considerably smaller than any boat the aircrew might come across.

Bottom line. If you want to search a lot of sea and find a tiny contact, you want a Merlin.

It’s a mission, say pilot Lt Morgan Jones, “Merlin is particularly good at doing. We have done a lot of this sort of work in the past. Our crews are swept up and keen.”

A typical search sortie lasts three and a half hours – enough time, in theory, for one helicopter to search an area almost the size of England and Scotland combined. In practice, the Merlins’ focus is much more concentrated.

Whatever the size of the search, 12 hours of flying almost every day puts a strain on man and machine. In the helicopter it’s hot, cramped and not especially comfortable – metal seats flying suits, lifejackets – while the search mission is physically and mentally demanding.

“A long sortie has its ups and downs,” says Lt Jones. “When you launch, you’re keen, fresh, prepared, ready to go, but you might go a long period without success. Flying is a changeable beast.”

Just as the crews need a break from flying every few days, so too their steeds. The engineers toil day and night back at Sigonella where, even in early May it’s already regularly above 30°C.

“It’s hard work,” says WO1 David Smith, 814’s senior maintenance rating, “but the boys and girls are used to it – and they’re used to working in challenging environments.”

“We’ll work around the clock to do what we have to.”

TODAY is a rest day for the Merlins. But not for the engineers. Nor Bulwark’s two dozen aircraft handlers.

PO(AH) Stacey Cameron is marshalling the efforts of her team as water spills from a hose on to the flight deck.

This is Bulwark’s response to a Merlin crashing on the ship. There are hoses. Pumps. There’s a decontamination area (the composites used in the helicopter’s construction mean it’s likely to give off toxic fumes in addition to the fire and smoke of a crash).

Below the flight deck, the entire aft section of the ship – home to offices,





accommodation areas for Royal Marines Commandos and crew, engine rooms and the amphibious dock and vehicle deck – is being emptied of people just in case any fire or smoke spread through the ship.

“Right from the start it’s 100 miles an hour. Whether it’s an exercise or for real, my adrenalin is pumping, the guys’ adrenalin is pumping,” says 33-year-old Stacey from Gosport.

“But then, once you’ve reduced the mass of the fire, you start to slow things down. That’s when you realise what has happened.”

And what has happened? Well, one Royal Marine lies on the deck groaning, another sits on a chair waiting to be helped to safety (they quite enjoy role playing...).

The handlers have to practise such an eventuality every 90 days. They do it every month. Now there’s almost constant flying, they run out their ‘crash on deck’ drill every few days.

“It’s hard, especially for the guys in the fire suits – it gets extremely hot, but everyone mucks in to get the job done,” says 26-year-old LA David ‘Coach’ Carter from Plymouth.

“Everyone’s trained to deal with an emergency – and seeing that everyone knows the part they have to play fills you with confidence.”

PREPARE for dock operations, prepare for dock operations.

In an instant the wide passageways of Bulwark leading down to her cavernous dock clatter with Royal Marines of 4 Assault Squadron.

Waiting for them, as the waters of the Mediterranean enter Bulwark’s stern, are four large landing craft, slowly being lifted off the dock bottom as it fills.

Normally the 97ft boats are crammed with all manner of military kit and vehicles. Vikings. Land Rovers. BVs. Perhaps a Challenger 2 tank. Or a company of commandos.

Today half the open deck of the craft is empty, apart from a heap of orange lifejackets, the rest is covered by a green awning under which a makeshift medical facility with

camp beds and feeding station has been set up.

The flicker of a light brings power to Colour Sergeant Tug Wilson’s wheelhouse, while a commando wearing a helmet, silhouetted against the bright Mediterranean sunshine flooding through the stern gate, moves along the side of the craft checking the rope lines.

Against the constant loud drone of fans and generators which compels everyone to yell rather than talk, the gunning of a landing craft engine. A sepia-coloured cloud of smoke is thrust from the exhaust before dispersing slowly.

The bow ramp of Bravo 1 comes up, the engine is gunned and the landing craft gently rocks as it reverses out of the dock, then turns on a sixpence, churning the waters of the central Mediterranean turquoise and white before pulling away from the mother ship.

Right behind comes Foxtrot Juliet - J for Johnston named in honour of coxswain C/Sgt Brian Johnston, killed when his craft was bombed in the Falklands. He was posthumously decorated for saving lives. Fittingly, his namesake boat is heading out to sea so that others might live.

ON THE bridge, Capt Nick Cooke-Priest leans forward, binoculars in one hand, telephone in the other, watching the landing craft trail thick white ribbons as they make their way towards the dinghy.

For the past ten days, alongside the physical preparations, he has stressed the moral component of his ship’s mission.

“These people need our help, our understanding, our compassion and our tact,” he says. “We want to play our part in helping these people and giving them a future.”

To that end, his ship’s vehicle deck has been converted into a huge reception area. Trucks, tankers, trailers, Land Rovers, Vikings – all were unloaded in a couple of hours on to a jetty in Crete.

In their place, more than half a dozen portable toilets, water and energy bars available “from a marathon-

like series of tables” in the words of Bulwark’s amphibious operations officer Lt Col Jim Fuller, a stockpile of clean, dry clothes – and a tent in which to change. A second tent for providing medical attention. A feeding station. And, should any migrants spend hours or even days aboard, camp beds and roll mats are at the ready.

All this stands silent now. Within 15 or 20 minutes of the call Hands to SOLAS stations, each post is manned, while Royal Marines act as ushers to guide the arriving survivors. They are to be “friendly but firm” following the mantra “the better you treat the survivors, the better they will behave”.

Depending on numbers, every survivor should have been fully processed within an hour, tucking into simple, but warm food.

On top of the 1,200-plus meals the 20 or so chefs are expected to provide for the sailors and Royal Marines aboard, they’ve been warned to have food ready for an additional 1,500 souls on occasions.

“Nothing fancy – just food you know you can make quickly and easily in large quantities, so stew, curry, soup,” said Chef Jordan ‘Spoony’ Weatherill, a 17-year-old from Leeds who has only recently joined the ship fresh from training at HMS Raleigh in Torpoint.

Nothing fancy. Or rich. The migrants will have been at sea for several days, had little water, even less food. Their stomachs cannot take much.

Today there is no need to swing this complex machinery into action. The Italian Coastguard cutter Michele Fiorillo has offered to take the migrants to safety. Bulwark’s landing craft will pick them up from their dinghy, then transfer them.

ON A sea turned a glittering silver by the late afternoon sun, Bravo 1 and Foxtrot Juliet come to a stop a few yards from the rubber dinghy. They dwarf it. Even the small Royal and Italian Navy sea boats hovering off the migrants’ vessel look more substantial.

In time-honoured tradition,

the women, some of them barefooted, are helped off their boat, clambering up from an Italian RIB and on to Bravo 1, helped up the side by the Royal Marines.

A couple look particularly distraught and are helped down on to the deck by medical assistants Morwenna Nichols and Scott Duncan.

The duo are expecting cases of dehydration, exposure to the sun, hunger, possibly hypoglycaemia (a shortage of sugar) – the medical duo had jam ready to give to any sufferers.

One of the women is seven months pregnant and, despite her ordeal, in remarkably good health. The second lifts up her clothes to reveal a bloodied stomach and a festering wound.

In broken English, she tells Morwenna that she had been shot about a month earlier in Mogadishu; she had not received any proper medical care but had somehow made the 3,000-mile journey from Somalia to Tripoli to attempt a crossing to Europe.

For now, the 26-year-old medic offers what help she can. Afterwards she mulls over what she’s just experienced.

“The situation on land must be terrible: to sit in a rubber dinghy with little food or water and everywhere you look there is sea,” she says.

“These are really desperate people. What would drive them into such a situation?”

With all 29 women safely on Bravo 1, it’s time to bring the men on board.

Stand clear of the bow ramp. The front of the landing craft slowly lowers until the waters of the Mediterranean gently lick its upper section.

A few feet away an overcrowded dinghy, a sea of orange lifejackets – handed to the migrants by the Italians – and countless expectant or anxious faces.

The landing craft nudges forward until the makeshift boat is riding over the tip of the lowered 24ft-wide ramp and the 72 men can simply step off and walk on board.



Ooh, ahh Zanzibar

HMS Richmond became the first RN warship in more than half a century to call at the East African archipelago of Zanzibar.

The frigate is on a counter-piracy/counter-terrorism patrol of the Indian Ocean alongside vessels from France, Australia and Tanzania – the latter are responsible for safeguarding the waters around Zanzibar.

The ship hosted Zanzibar's Second Vice President, Seif Ali Iddi, took supplies on board and trained with the host nation's navy.

"Thirty eight years in the Royal Navy and this is the first time I've stopped in Zanzibar, so it has been a new destination to add to the list," said WO2 George Boardman.

Members of the ship's company volunteered to restore Commonwealth war graves on Zanzibar's 'Grave Island', the last resting place of 24 RN sailors killed in the Battle of Zanzibar when the German warship Königsberg launched a surprise attack and sank the cruiser HMS Pegasus in September 1914.

"It was a great experience," said ET Daniel Charlton who spent a day in the cemetery. "It's an honour to help restore the graves of those who gave their lives in the Service of our country."

Richmond's CO Cdr Mark Anderson said the first visit in a couple of generations to Zanzibar would help to "strengthen ties with an important regional partner in the fight against maritime crime."

Perishing times for Ambush

ATTACK submarine HMS Ambush achieved twin firsts when she became the first Astute-class boat to complete a full Submarine Command Course, and to participate in Exercise Joint Warrior.

The Command Course – better known as Perisher – is one of the most demanding military training and assessment courses in the world, with only 70 percent of the officers volunteering succeeding.

The sea phase of the course began off the coast of Norway earlier this year and culminated off the west coast of Scotland.

The boat's Commanding Officer Cdr Justin Codd said: "I am delighted that Ambush has successfully played host to the students and very proud of the professionalism and thoroughness of the crew."

PoW looks forward

THE forward island has arrived on the Prince of Wales, the second of the new Queen Elizabeth-class carriers.

Work began on the 700-tonne Upper Block 7 – its official designation in the gigantic jigsaw that is the future carrier programme – in December 2013.

It made the journey from Glasgow to Rosyth where the second of the new flat-tops is currently under construction.

The carriers are the first to use an innovative twin island design. The forward island has deck-to-deck windows, which are up to two metres tall, contains the bridge and around 100 compartments.

The second aft island acts as Flying Control (Flyco) – a floating airport control tower.



● Kent's POET(ME) 'Elkie' Brookes embraces his wife Collette while (below) one of Dragon's junior ratings dashes off the ship to embrace his loved one



● Pembroke's sailors wait on the minehunter's upper deck as the Sandown-class ship arrives back in Faslane with friends and family aboard on a truly stunning spring morning on Gareloch



Five have a

THERE were tears. There were cheers. There were smiles. There was sunshine. There were clouds. There was battleship grey and signal red. There were newborn babies, birthday girls, a marriage proposal.

Yes, nothing quite compares with the raw emotions of a Naval homecoming.

And this month, we're really spoiling you: no fewer than five of Her Majesty's Ships have completed their tours of duty since we last rolled off the presses.

We'll begin in Scotland where sunshine and blue skies (yes, we were surprised by that as well...) greeted the crew of HMS Pembroke as the minehunter returned home.

Assigned to NATO's Mine Counter Measures Group 1 since January this year, the Sandown-class ship patrolled the Baltic and North Sea.

Joining the crews as they made the last leg of their nautical journey home to the Clyde were dozens of family and friends who disembarked with their loved-ones at Faslane.

During the deployment, Pembroke was joined by NATO partners Germany, Netherlands, Poland and Belgium.

As well as exercising to deal with 21st-Century mine threats, the group found themselves dealing with the detritus of the conflicts of the 20th Century, using their sophisticated sonars to locate nine WW2 bombs, torpedoes and mines in the Baltic.

Divers from Pembroke placed markers on the mines, allowing the vintage ordnance to be safely disposed of at a later date.

The team later dealt with a 500lb bomb in the North Sea and also took the opportunity to conduct a poignant service off Normandy, commemorating the sinking of wartime destroyer HMS Isis.

Ports visited included Gdynia in Poland and Amsterdam in the Netherlands; in the latter, the mine hunters were joined by NATO's second mine-hunting force for Operation Beneficial Co-operation, a long-standing mission by European navies to deal with ordnance left over from wars past.

Speaking of the deployment, Commanding Officer of HMS Pembroke Lt Cdr Will Paston said: "It has been a fantastic opportunity to work with our NATO allies developing closer links and improving operational capability so that we can be ready at very short notice should we be required."

"We successfully located a reasonable haul of WW2 explosives and we are very pleased with our contribution to making the waters in the Baltic, North Sea and English Channel safer for everyone to use, be that commercially or for pleasure."

He continued: "The ship's

company have spent an extensive amount of time in the Middle East over the past few years and it has been a welcome change to deploy to a different area.

"Although the work rate at sea has been quite high, we have been fortunate enough to have enjoyed some weekends ashore to relax a little and enjoy the sights."

To Devonport next, the new home of the distinctive red and white hull of HMS Protector after a marathon double deployment which saw her away from home for more than 18 months.

By far the bulk of that time away was spent in the South Atlantic helping to ensure that the largely unspoiled 'paradise' (sorry) of Antarctica and the islands on its fringes remain that way.

So Protector's crew helped the government of South Georgia carry out a beach clean up and glacier survey.

Over the years debris from several shipwrecks has been washed up on the island's beaches.

As a result, a group from the ice patrol vessel went ashore and began a clean-up removing more than a tonne of wreckage with the help of members of the British Antarctic Survey.

During the South Georgia visit the ship also produced a radar survey of the Drygalski Glacier to determine how it has changed over the years.

The island's authorities also asked Protector to help remove empty fuel drums that, when full, had been distributed around the island by the South Georgia Heritage Trust, who are undertaking a highly ambitious island-wide rodent eradication programme.

The start of 2015 saw the ship host an international Antarctic Treaty Inspection Team consisting of legal, environmental and scientific experts from the UK and the Czech Republic.

This team has been preparing reports on the compliance of inspected research stations, cruise ships and yachts with the Antarctic Treaty and its protocol on Environmental Protection.

The ship's company have not only provided support to the team carrying out the inspections, but also been taking part in them.

The tempo of inspections was high with 13 stations belonging to eight different nations, as well as seven cruise ships and four yachts inspected in around three weeks.

In December HMS Protector, carried the descendants of Rear Admiral Sir Christopher Cradock, Vice Admiral Maximilian Graf Von Spee (Imperial German Navy) and Vice Admiral Sir Frederick

Doveton Sturdee to the site where the Battle of the Falklands was waged on December 8 exactly 100 years earlier.

Wreathes were then cast in memory of the thousands of sailors who lost their lives during the Battles of Coronel and the Falklands.

Personnel from HMS Dragon also saluted the fallen of the Battle of Coronel – prelude to the clash at the Falklands – during a visit to Chile.

The Type 45 destroyer and Chilean frigate CNS Almirante Cochrane paused over the wrecks of HMS Good Hope and HMS Monmouth for a service of remembrance.

Acts of remembrance continued when Dragon stopped over the spot where her forebear, HMS Glamorgan, was hit by an Argentine missile nearly 33 years ago, some 20 miles off the coast of the Falklands.

The fourth Type 45 – easily identifiable thanks to the huge red dragon motif on her port bow – also called in at Tristan da Cunha, one of the most remote islands on the planet.

The ship used her Lynx to help move fence posts on behalf of some of the island's 257 British citizens to help keep cattle from straying, while some personnel went ashore to climb all 6,765ft of the island's volcano but could only get as high as the cloud base so returned to Edinburgh to play football with the locals.

Another highlight was a visit to Cape Town where she and tanker RFA Gold Rover took part in some formal engagements with the South African Navy.

Dragon was only the second of the Royal Navy's Type 45 destroyers to visit the Cape (her older sister Dauntless led the way a couple of years ago) and the ship was granted a plum berth in the city's world-famous Victoria and Alfred Waterfront in the shadow of Table Mountain.

The final days of her deployment saw Dragon join vessels from six other nations on a maritime security exercise in the Gulf of Guinea – some of the most pirate-prone waters on the Seven Seas.

And finally... There was double delight in Portsmouth as HMS Dauntless and Kent came in from east of Suez within minutes of each other.

And there was double delight for ET(ME) Sam Luckett who seized the opportunity of his destroyer's return to propose to his girlfriend Daniella Cotton (she said 'yes' you'll be pleased to know).

Dauntless left home at the turn of the year and spent the bulk of her four and a half months away in the Gulf, chiefly supporting US carrier operations in the ongoing struggle against the fundamentalists of Isis.



wonderful time

● The boys are back in town... A wave or two from HMS Dauntless' junior rates and (right) Blake Hopkins tries on his dad's cap as he welcomes home Dragon's CPO James Hopkins

That was a campaign which frigate Kent also weighed into as she took her place in both American and French carrier battle groups.

In her breaks between providing air defence for US Navy flat-tops, D33 visited Kuwait (hosting a reception for Prince Charles), Dubai (mid-deployment break), plus Abu Dhabi and Bahrain (hub of RN operations in the Middle East).

It was AB(WS) Andy Clark's first deployment on a Type 45. "Highlights for me included Prince Charles' attendance onboard in Kuwait and my first visit to Gibraltar as we headed back home. It was nice to revisit Dubai and I look forward to returning in the future," he said.

"It's been a busy and enjoyable deployment to the Gulf. As our principal role is air defence, it was interesting to work with the US and French carriers and I look forward to putting what I've learnt in practice when our own carrier HMS Queen Elizabeth comes online."

As Dauntless was a shield against threats in the air, so Kent was watching what lies beneath, providing anti-submarine cover so the FS Charles de Gaulle could concentrate on launching air strikes.

Thereafter the frigate concentrated on the wider mission to stop smuggling by sea in the Indian Ocean (her sister Richmond has picked up that baton, while HMS Duncan relieved Dauntless), making extensive use of her Lynx helicopter which clocked up 180 hours flying as Kent's airborne eyes.

Visits during a seven-month deployment included Crete, Abu Dhabi, Bahrain, Jordan,

Muscat, Djibouti, Qatar, Montenegro, Palermo.

And seven months away was enough time for four babies to be born to dads serving on board... with the same number due any day now.

Kent's busy galley has cooked up almost 20,000 sausages, 774 roasts and 31,000 eggs...which is seven thousand fewer eggs than consumed by Dauntless – even though her deployment was a couple of months shorter. The destroyer men and women also saw off 6,000 litres of milk – that's about 242,000 cups of tea.

Given her length of time away – and the much broader domain of the Indian Ocean rather than the confines of the Gulf – Kent did clock up more than double the miles sailed by the two warships (47,000 to 23,000).

And both Commanding Officers were delighted with the contribution their ship's companies made on every level – front-line operations, flying the flag, fundraising, sporting activities and generally rising to every challenge.

"I could not be more proud of my ship's company, who have made a real impact in a very volatile part of the world," said Kent's Cdr Andrew Block.

"We've sailed more than 47,000 miles, providing the crucial support to Charles De Gaulle's strike operations against ISIL – and before her USS Carl Vinson's – and conducted maritime security patrols, reassuring the merchant traffic that the every day lives of our families depend on."

"My ship's company have also acted as ambassadors supporting the UK's diplomatic efforts to protect British



interests far from our shores. And we did all this, without missing a beat, nothing took Kent off task!"

Dauntless' CO Cdr Adrian Fryer, said his men and women had demonstrated "hard work and determination" from the first day to the last.

He continued: "Our successful deployment has highlighted the true versatility of the Royal Navy and the capabilities of the Type 45 destroyers including maritime security operations on our journey out to the Gulf, then

changing role to host a royal visit from Prince Charles in Kuwait and our core role of providing air defence to the nuclear aircraft carriers the USS Carl Vinson and FS Charles de Gaulle in support of multinational operations against ISIL."

"Returning home is something we have all been looking forward to since we started the long trip back to the UK and I thank the families of all my sailors for the continued support they have given throughout our deployment."



pictures: cpo(phot) tam mcdonald, la(photos) guy pool, ben shread, simmo simpson and luron wright



● ET(ME) Sam Lockett kisses his girlfriend Daniella Cotton after she accepted his marriage proposal and (below) Kent's buffer PO Steven Hyland is reunited with his daughter as the frigate returns home



● HMS Protector's LPT Gareth Smith with his parents Michael and Pauline, fiancée Kate Nesbitt and godson and nephew Alfie Patterson



VIEW

A PICTURE paints a thousand words – and the latest volume in the annals of the Royal Navy is a weighty tome.

According to Capt Ian Stidston, the head of the Royal Navy Photographic Branch, its 40 or so members play a vital role in telling the story of the Senior Service in print, broadcast and digital channels around the globe.

And the 350 entries across 16 categories in the 2015 Peregrine Trophy Awards – the prestigious competition for the best photographers in the Senior Service – provide a stunning snapshot of the work of the Royal Navy's men and women over the past 12 months.

● (Above left) LET(ME) Al Hanson launched himself on a bungee jump at the Jersey Boat Show, by **LA(Phot) Dan Rosenbaum**; Lt Will Barrowclough, of HMS Protector, is pictured ice crevassing at Rothera in the Antarctic by **LA(Phot) Keith Morgan**; Mortar Troop of 40 Cdo RM on exercise in the Jordanian desert, caught by **LA(Phot) Will Haigh**; a Royal Navy rating trains at HMS Excellent for Remembrance ceremonies, an image taken by **LA(Phot) Gary Weatherston**



WINNERS

An exhibition of imagery was staged on board helicopter carrier HMS Ocean on the Thames at Greenwich, at which the top photographers in each category were presented with their awards.

Capt Stidston told assembled guests: "First and foremost the aim of this annual competition is to encourage photographic and video excellence across the Royal Navy.

"In today's world of global digital communications, such imagery is a vital component of the operational narrative of the Naval Service and how our story is told internationally via print, broadcast and more directly via social media and the likes of Facebook, Twitter and YouTube.

"In the digital world imagery is king, with an increasing emphasis on video in particular."

Capt Stidston recalled that the branch was founded in 1919, mainly to provide imagery in support of gunnery training to improve the accuracy of naval gunfire.

Over the years, he continued, the branch "has developed into a body of imagery specialists who provide a range of niche capabilities for the Navy from documenting weapons tests and flight-deck incidents, providing and interpreting intelligence imagery, undertaking combat photography and capturing broadcast-quality cinematography and feeding the relentless media hunger for newsworthy pictures."

The Calumet Peregrine Trophy, awarded to the section or unit submitting the best portfolio of six images of Service-related subjects, went to Faslane-based Fleet Regional Photographic Unit (North), headed by CPO(Phot) Tam McDonald – who took all six images that formed the winning portfolio.

RN Photographer of the Year is LA(Phot) Steve Johncock, of FRPU(E) in Portsmouth.

Steve, who joined up as a writer, said: "It's a fantastic honour to be awarded this prize, which means a lot to me as I reach the end of my 18-year career in the Navy.

"I joined the Photographic Branch ten years into my career, and have enjoyed it immensely

as it has taken me around the world from the Caribbean to the Gulf and Africa."

Other award winners were:

Maritime Air Prize: PO(Phot) Mez Merrill (Commando Helicopter Force);

CGRM Portfolio Prize: 42 Cdo RM;

Best Maritime Image Award:

PO(Phot) Si Ethell (Mobile News Team);

RN, Life Without Limits, Award:

LA(Phot) Dan Rosenbaum (FRPU(E));

Media Operations: LA(Phot) Dan Rosenbaum (FRPU(E));

RNRMC Family and Friends Award:

LA(Phot) Simmo Simpson (FRPU(E));

Diversity and Inclusion Award:

LA(Phot) Derek Wade (FRPU(E));

Short Form Digital Story Telling Video Award: PO(Phot) Si Ethell (MNT);

RN Video Award: LA(Phot) Rhys O'Leary (FRPU(E));

RN Amateur Photographer of the Year: Capt David Burns (COMOPS Northwood HQ);

RN Amateur Maritime Image Award: POET(WE) A J Styles (HMS Collingwood);

RN Amateur Open Category Award:

Lt Jamie Weller (MNT);

Navy News Award: LA(Phot) Jay Allen.

Mark Hipkin Award: LA(Phot) Dave Jenkins (HMS Sultan).

For more Peregrine Trophy images, including all the winners' portfolios, see www.royalnavy/peregrine.

To join the photographic branch, see RNTM 147/15 and BR 3 CH 81 art 8105.

● (Below, from left) Royal Marines Mountain Leaders under training, by

LA(Phot) Dean Nixon; the view from the bridge of HMS Protector in the

Panama Canal, by LA(Phot) Jay Allen;

a Merlin Mk3 of 846 Naval Air Squadron arrives back at Bardufoss after a training

exercise in Norway, by PO(Phot) Mez Merrill;

a member of 42 Cdo RM on public duty at Buckingham Palace, by

LA(Phot) Joel Rouse; HMS Defender replenishes at sea from American supply

ship USNS Big Horn in the Gulf, taken by LA(Phot) Dan Rosenbaum;

sailors from HMS Argyll arrive in Baltimore for the Star Spangled Spectacular, by RN

Photographer of the Year LA(Phot) Stephen Johncock



● (Above) The Royal Navy and Army clash on the polo field at Tidworth, by PO(Phot) Rob Harding



● (Right) Sunrise to sunset vigil at the Cenotaph in Whitehall, by PO(Phot) Owen Cooban



● (Left) This image of Sea Kings, taken by PO(Phot) Tam McDonald, was part of the Peregrine Trophy-winning portfolio from FRPU(N)

● (Below) LS John Haslam, of HMS Iron Duke, takes time out from a working party to dance with students outside Sabu International School, Conakry, Guinea, an image captured by LA(Phot) Simmo Simpson

● (Main image) HMS Ocean sails past Gibraltar, a picture taken by LA(Phot) Ben Shread



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Tourist attraction for two centuries

LAST year HMS Victory attracted 391,840 visitors, putting it in 73rd place on the Association of Leading Visitor Attractions list.

To put it in perspective, the ship sits slightly ahead of ruined monastery Fountains Abbey in Yorkshire – part of a UNESCO World Heritage Site – and within touching distance of Shakespeare's birthplace in Stratford-upon-Avon.

But the fact that Nelson's flagship at Trafalgar is still pulling in the crowds today is in large part down to the foresight of the Society for Nautical Research (SNR) – and the interest taken by individuals, including royalty, over the decades.

Repaired after the crippling damage she sustained at Trafalgar, the old flagship continued to serve until late 1812, after which she was moored in Portsmouth Harbour as a depot ship.

There she languished for years on end, though she was still a magnet for visitors – including Princess Victoria who, in 1833, was taking part in a tour of the South Coast.

On July 18 the 14-year-old princess was welcomed on board and shown the places where Nelson fell and died.

She met several men who served on board during the Battle of Trafalgar, or with Nelson, and sampled sailors' food, observing: "The whole ship is remarkable for its neatness and order."

"We tasted some of the men's beef and potatoes, which were excellent, and likewise some grog."

Despite difficulty of access (by boat from The Hard or other landings), the visit of Princess Victoria boosted visitor numbers to between 10,000 and 12,000 in the following years.

Victoria returned as Queen on Trafalgar Day 1844.

She and Prince Albert were crossing the Solent after a visit to their new home at Osborne House on the Isle of Wight when they saw flags flying from the Victory.

The Queen demanded to go on board, where she again viewed



the plaque on the quarterdeck where Nelson was shot, but on descending to the cockpit she received some rough treatment.

"After descending the ladder, ... Her Majesty was run against by a powder monkey, who was bringing up a fresh supply to salute the Queen on her departure," said a contemporary report.

"Her Majesty was almost overthrown by the concussion, but bore it with the most gracious and condescending affability."

Four decades later author and conservationist Beatrix Potter, then a teenager, made a family visit to Portsmouth.

The 18-year-old, who went on to charm children (and parents) with tales of Peter Rabbit *et al*, as well as preserving large tracts of the Lake District, was already showing a talent with words, as her coded diary showed.

On arriving in the town she noted the "dirty old back streets, suggestive of the press gang."

Young Beatrix was impressed with the physique of the sailors, "much sturdier and more sensibly dressed than the soldiers, except perhaps the Highlanders..."

She first saw Victory from the shore through the mist, with HM Ships Duke of Wellington and St Vincent, and she commented on their high sides, thinking: "How easy they must have been to hit!"

The next day her father was approached by a "seafaring gentleman" who persuaded them to take a boat tour.

They were taken down to the pier-head where "a broad, yellow-whiskered man... had brought round a large old boat resembling a tub."

Clambering into the boat was not easy with the "swell from two or three of the small steamers and tugs which seem positively to swarm here", but Beatrix was rather more concerned as to how she would climb the steep side of the old ship.

Of Victory, Beatrix said: "I think this ship one of the most picturesque sights imaginable, particularly from close under the stairs – looking up at the queer little port-holes, and the end like a quaint carved old house."

The climb was not as bad as feared, and soon they were on the "extraordinary long" upper deck, which was "very clean and roomy, with very few coils of rope or furniture of any kind to cumber them."

Like her Queen, Beatrix saw the spots where Nelson fell and where it was believed he died, as well as the original fore-topsail.

She credited the well-known myth that "there is hardly any of the old Victory left, she has been so patched."

Even in her heyday the ship would welcome visitors.

Betsy Wynne, the future wife of Capt Fremantle of HMS Inconstant, was invited on board in July 1796, almost ten years before the ship's date with destiny. "We dressed to go to the Victory," said Betsy.

"The admiral [Jervis] was on deck to receive us with the greatest civility and kindness; nothing stiff or formal about him, and we were not at all embarrassed, as I feared we should be."

"He desired that we should pay the tribute which was due to him on entering his cabin."

"This was to kiss him, which the ladies did very willingly... the old gentleman is very partial to kisses."

Three years after Trafalgar another visitor was most impressed by the state of the ship.

Marianne Ehrenström, wife of the Swedish military commander, was one of a party that hired a sloop to take a closer look at the wooden walls.

When they arrived alongside Victory, she noted: "English officers showed themselves on deck to receive us, some embarking on our sloop to help the ladies to be hoisted on board in large barrels, formed as armchairs and dressed in different flags to bring them over the high sides."

Marianne looked in the officers' cabin, which she considered very comfortable and with shelves containing the works of the latest British authors.

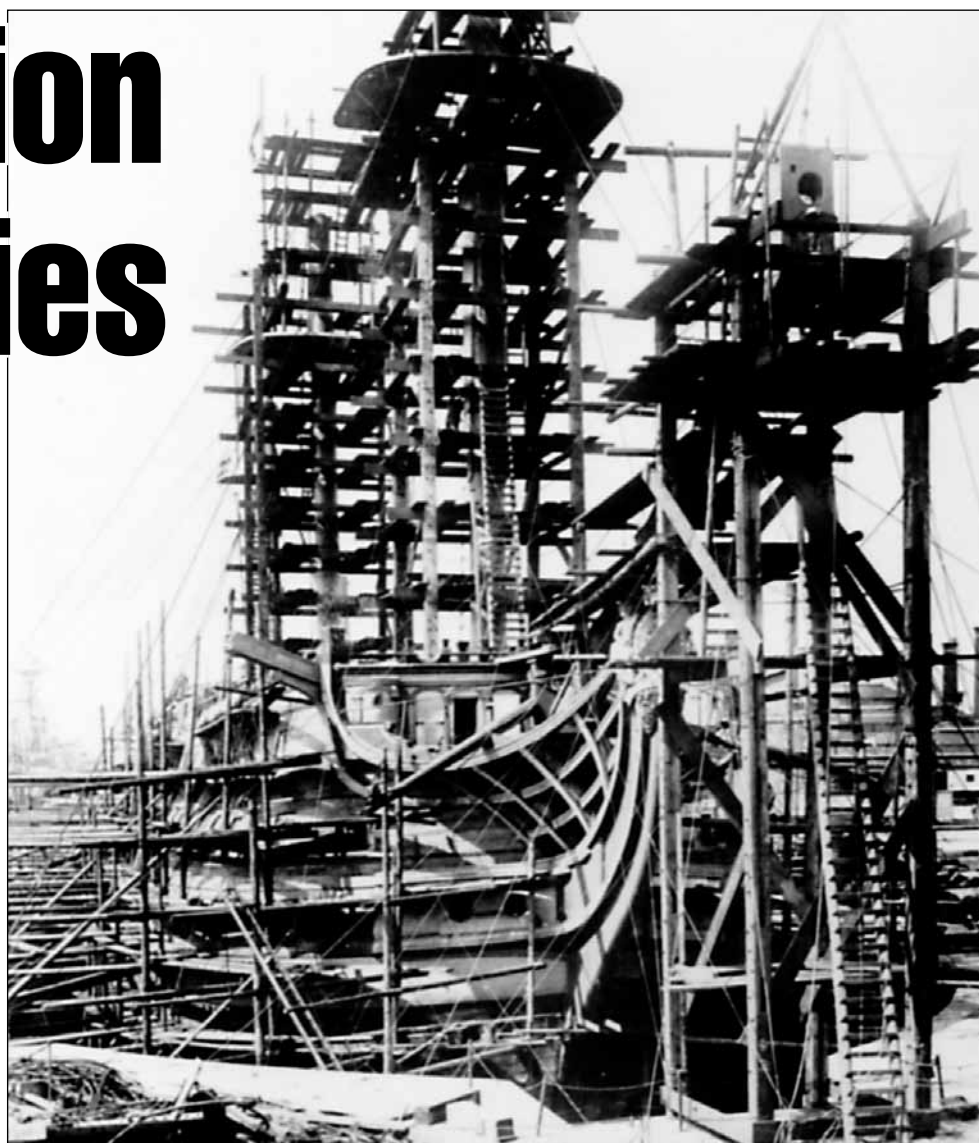
She found the seamen's food was "tasty soup, highly-flavoured and well-cooked meat and good white bread."

She visited the sick bay, "a paragon of tidiness and functionality."

By the time Victory's working life was over, at the end of Victoria's reign, tidiness and functionality had long been forgotten.

In 1911, when the Society for Nautical Research was founded, the Victory was already in a very poor state.

The Admiralty was responsible for her upkeep, but paid her no special attention – although Nelson's flagship enjoyed iconic status, there was no attempt to



● Extensive restoration work on HMS Victory, under the supervision of the Society for Nautical Research, in Portsmouth in 1926

keep her in Trafalgar rig.

After decommissioning, she was refitted and maintained in her various roles as tender to HMS Wellington, guardship or stationary flagship.

Visitors were allowed on board when convenient between her duties.

In the last years of the 19th century the ship did not benefit from many significant repairs.

In 1886 Sir Edward Seymour, who was at the time flag captain to the Commander-in-Chief Portsmouth, said of Victory that "a more rotten ship... never flew the pennant."

"I could literally run my walking stick through her sides in many places."

The following year a major leak meant the ship had to be docked for emergency repairs, and a second crisis in 1903 saw HMS Neptune, on her way to the breakers yard, ram Victory.

The flagship returned to her berth in the harbour after both incidents, but her decline continued.

A glimmer of hope was sparked in 1905 – the centenary of Trafalgar – when public interest in the rapid disappearance of the wooden ships of the 19th Century was whetted.

Action was needed, and SNR President the Marquess of Milford Haven consulted the Admiralty.

At a Society meeting in April 1921 he reported to members that "the venerable Naval relic, HMS Victory, was no longer able to hold her moorings safely and

needed immediate attention..."

"The Admiralty... had no available funds for restoration work of the kind required, and therefore, if Nelson's flagship was to be saved, it would have to be by private enterprise."

Members agreed that estimates "should be obtained as to the probable cost of preserving HMS Victory as a national possession."

The Save The Victory Fund (STVF) was inaugurated by the SNR on Trafalgar Day 1922, and funds came in from a wide variety of activities, ranging from events at West End theatres to income from the Victory Medal, made from copper recovered from the ship during repairs.

A total of £105,550 was raised, of which just over £100,000 was spent on the Victory, and less than £4,000 on fundraising, administration and research.

In 1922, when Victory was moved into dry dock "with great difficulty", it became clear that the cost of restoration would be far beyond what the Admiralty could find, so fundraising continued, while the Society set up the Victory Technical Committee to determine how Victory could be restored to 'Trafalgar condition'.

By 1924 the SNR could look beyond the restoration, and planned that the STVF might become a permanent endowment for the Victory should a surplus be left over at the end of repairs.

King George V visited the ship in the summer of 1928 to celebrate the end of the

restoration, and Society plans now included a small museum dedicated to Nelson and containing Naval relics which could not be returned to the ship.

The King returned to the dockyard in 1930 to open the newly-extended Old Rigging House, which also displayed the panorama of the Battle of Trafalgar, painted by distinguished marine artist W L Wyllie, a founder member of the SNR.

The public was charged 2d for admission to the panorama, creating a small but steady income.

The museum opened in 1938 and a year later had to close on the outbreak of war.

In 1971 the SNR transferred the Victory Gallery and its contents to the MOD to constitute the new Royal Naval Museum, but their financial support for the ship continued – by the bicentenary of Trafalgar in 2005 the total had gone past £1m.

Technical expertise had also advanced so far that comprehensive surveys showed significant downward movement of the structure as a whole relative to the keel support – and plans to correct this were incorporated into the wider conservation programme.

Source material from historian, writer and broadcaster Brian Lavery, who curated the exhibition *HMS Victory – The Untold Story* at the Historic Dockyard Chatham, where Victory was built – and the Society for Nautical Research website <https://snr.org.uk>



● King George V leaves HMS Victory after his visit of inspection on July 17 1928

Victory defied air raids

VICTORY may have survived everything the Franco-Spanish fleet threw at her, but the Luftwaffe almost managed to wreck the ship-of-the-line.

Air attacks on Portsmouth's dockyard – including the use of incendiary bombs – were a particular source of anxiety when considering the safety of a ship built entirely of wood and cocooned by tarred rigging.

This required vigilance against the risk of fire, and air raid stations for Victory were relatively easy to arrange – it was simply a case of "all hands on the upper deck", on the basis that sheltering below decks when the ship could be burning furiously would not be a wise move.

In the event, it was not an incendiary bomb that caused most damage to the warship, but a near miss from a more conventional device.

On March 10 1941 Portsmouth suffered the second of three blitz raids, killing almost 100 people and injuring 250.

The dockyard came in for severe punishment – it was reported that 87 Service personnel were killed, five operational warships damaged and almost every Naval establishment was hit.

A 500lb high explosive bomb hit the masonry of the Victory dock between no 2 and 3 supporting cradles and exploded, damaging the cradles and shores which supported the ship.

Victory's keel was damaged, her back was broken and a 15ft by 8ft hole was blasted in the bottom of the hull, causing minor damage on the orlop, lower and middle decks.

However, the damaged area was soon shored up and she continued to function as a flagship.

Exciting times for trainers

THE squadron's first role was flying Fairey Swordfish from the battlecruisers HMS Repulse and Renown – and now personnel at 705 NAS are training students who will fly Merlin and Wildcat from the new Queen Elizabeth-class carriers.

Every rotary pilot in the Royal Navy has memories of 705, part of the Defence Helicopter Flying School based at RAF Shawbury in Shropshire.

The squadron, which last year marked its 75th anniversary, has 21 instructors – with thousands of flying hours between them – charged with teaching students from all three Services in the Squirrel helicopter.

Four classes a year go through Shawbury for the six-month courses, two at 705 and two at neighbouring 660 Squadron Army Air Corps.

The initial flying-training course teaches basic rotary-wing skills and emergency handling, including engine-off landings, culminating in a first solo and a handling check.

The next phase is where basic skills are consolidated and developed into more applied techniques. The syllabus includes non-procedural instrument flying, basic night flying, low-level and formation flying, mountain flying (at Snowdonia) and an introduction to winching for RN students. It all culminates in a final handling test.

705's CO Lt Cdr Becky Frater said: "Current and future students have a focus now on the new HMS Queen Elizabeth



Active1936-1940, 1945, 1947-present
Role.....Single-engine advanced training
Base.....RAF Shawbury

Motto: *Expertam Docemus Artem* (Experts teach art)
Aircraft: Eurocopter Squirrel
Engine: Arriel 1D1
Rotor diameter: 10.7m (35ft 1in)
Length: 10.93m (35ft 10 1/2in)
Range: 662 km (357nm, 411 miles)
Cruise speed: 245 km/h (132 knots, 152 mph)
Endurance: 4.1hrs

carrier. There are exciting times ahead. We are a long way from the sea, both physically and metaphorically as we are the first rung of the training process, but seeing people graduate is rewarding."

A neighbouring hangar at Shawbury is home to the simulator, which is due an upgrade to include a more realistic view of the area and a computer screen as found in the real Squirrel, gives students instant feedback. It helps students who may struggle with an aspect of training and allows them to put in extra

practice.

The flight line at 705 is a hive of activity in the sleepy Shropshire countryside. There are often around 35 flights a day, with Cobham contracted to supply 19 operational Squirrel helicopters every day.

Students receive one-to-one tuition, which can take place in one of the classrooms on the second floor of the squadron.

Instructors frequently fly three times a day with their students, while instructors overseeing courses may only fly once or twice a day.

As well as the basic flying courses, a number of other, sometimes bespoke, courses are run, including certified to instruct; pilot refresher, UK orientation course for exchange students from the USA and Australia for example, and senior officers' familiarisation courses.

705 also has three aircrewmen on the squadron who are delivering a new advanced navigation module on the Joint Aircrewman Course (previously RN and the Army Air Corps ran separate training). The JAC will also see the first direct-entry

personnel into the RN and ACC, a move not seen since WW2.

The squadron began life in June 1936 as 705 Flight and achieved full squadron status three years later.

During WW2 the squadron protected troop convoys on the North America and West Indies Stations before returning to RNAS Lee-on-the-Solent and being disbanded in 1940.

It was reformed in 1945 and recommissioned in 1947 at RNAS Daedalus, Gosport, flying the Sikorsky Hoverfly. That year an instructor from 705 carried

out the first helicopter deck landing on a Royal Navy ship, HMS Vanguard.

705 NAS moved to RNAS Culdrose in 1957. Between 1975 and 1992, instructors performed as the Sharks helicopter display team.

In April 1997, 705 NAS was disbanded and reformed at RAF Shawbury as part of DHFS flying the Eurocopter Squirrel HT Mk1.

DHFS is due for a revamp in April 2018 when it is likely new helicopters will replace the Squirrel.



PHOTOGRAPHIC MEMORIES

THE men of the Royal Naval Division relax – as best they are able – behind the lines on the Gallipoli peninsula. And well they might, the few left, for the sailor-soldiers had just been through hell.

After the initial landings and attempts to force the enemy lines in late April and early May, something of a stalemate had set in at the 'toe' of the Turkish 'foot' extending into the Aegean.

The Allied forces in the toe – three Commonwealth divisions, one brigade and French troops – had advanced around three miles over the barren, dry, rugged terrain since the first soldiers set foot on the shores of Gallipoli on April 25.

One objective set for that first day was the village of Krithia. Six weeks later it was still in Ottoman hands – and the linchpin of their position.

Twice before Aylmer Hunter-Weston had thrown his men against Krithia. His first effort resulted in 3,000 casualties, his second more than 6,000.

On June 4 1915, he would do so again, concentrating his forces.

There was little subtlety to Hunter-Weston's plan – not entirely surprising as he was nicknamed 'Hunter Bunter' by fellow officers and dubbed a butcher by the ordinary men.

The divisions would attack at mid-day – after a four-hour bombardment – storming three lines of Turkish trenches (which meant covering about 800 yards of enemy ground). And then the Turks would counter-attack and be driven back. That was about as inspired as Hunter-Bunter's generalship got at this stage of the campaign...

At 1.30am on Friday June 4 the Collingwood Battalion of the RND began moving up the



line ready for the attack – only its second of the war. The first, the battle of Antwerp, had seen it all but wiped out (only 22 out of 700 men returned from the brief Belgian 'adventure').

Unlike other elements of the division, it had only arrived in Turkey at the end of May,

spending a week acclimatising and training before being ordered to attack.

It did so in high spirits, if the example of Sub Lt Gerald Plunket is anything to go by. A 27-year-old lawyer from Dublin, Plunket assured his men there wouldn't be a Turk left in the

trenches after the barrage and treated the whole attack more as a sporting event than a life-and-death charge.

For Plunket it was more death than life. He carried his men forward across around 400 yards of open ground and "was emptying his revolvers

into the Turks when, all of a sudden, he clasped his hand to his head and fell, killed almost instantaneously".

The Collingwoods' 52-year-old leader, Cdr Alexander Spearman, had left the RN in 1906 but rejoined when war broke out. Shot in the leg as

he strode over no man's land at the head of his men, he struggled to his feet, waved his cap in the air and called out: "Come on Collingwoods, don't leave me now." At which point he was shot in the head.

In all the Collingwood Battalion lost 16 officers killed on June 4 1915. Eight more were wounded. Losses among the ratings amounted to 500 dead or injured.

Two days later – when the third battle for Krithia died down – the battalion was pulled out of the line. As Sir Ian Hamilton, the ill-led expedition's commander, conceded, the Collingwoods were "practically destroyed".

Sir Ian was apparently more troubled than Hunter-Weston, who supposedly told the popular Archibald Paris, the RND's commander: "Casualties? What do I care for casualties?"

He had about 4,500 on his hands from the fighting for Krithia (which was never captured). A couple of thousand Frenchmen and an estimated 3,000 Turks were also killed or wounded.

Hunter-Weston was sent home from Gallipoli a month later – possibly suffering from sunstroke, or perhaps a mental breakdown.

It didn't stop him commanding a corps – occasionally with distinction, but mostly without – for most of the remainder of the war on the Western Front.

■ This photograph (Q 14801) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.



Warriors drop in for international exercise

ROYAL Marines from 30 Cdo dropped in by parachute, 45 Cdo were delivered from HMS Ocean by Chinooks.

Welcome to Joint Warrior 15-1 (15 for the year, 1 because it's the first of two), the latest in the biennial exercises by land, sea and air which have become a major fixture not just in the RN calendar, but also the Army and RAF.

The flagship exercises are in the NATO calendar – and our allies responded in force.

Nearly 60 British and international warships, support vessels and submarines, 50 fixed-wing aircraft, 3,000 boots on the ground, upwards of 12,000 sailors, soldiers and airmen in all, from a dozen nations, took part.

NATO brought three of its four international task groups into town for the two-week exercise – two minehunting forces (1 and 2), one larger surface-ship formation (Standing Maritime Group 2); only Standing Group 1, carrying out counter-piracy operations off East Africa, was absent.

Which meant (in turn, deep breath...): ITS Euro, TCG Anamur and FGS Bad Bevensen; FGS Donau, BNS Lobelia, FGS Auerbach, HMS Pembroke, ORP Mewa, HNLMS Willemstad and HNoMS Rauma; and USS Vicksburg, HMCS Fredericton, TCG Goksu and FGS Spessart.

The senior RN officer overseeing the latest Joint Warrior, Flag Officer Sea Training Rear Admiral Ben Key, was delighted by the huge international turn-out.

"Most of us recognise that the days of a single country taking on the world are long behind us," he told commanders from across the alliance.

"Learning to work together in this sort of environment where mistakes are allowed and where we are honest about our shortcomings – because that's the way to get better – sets the conditions for success for the day when we are asked to do it for real. Coming second is not a viable option."

The importance of co-operation was underlined by Lt Cdr Matthew Hamm, operations officer of the cruiser Vicksburg.

"For most US sailors, training and qualifications are done with other US Navy ships – multinational exercises like Joint Warrior help our sailors learn how to co-operate and excel with other navies in a challenging and multi-dimensional environment," he said.

Helicopter assault ship – and, from this month, the nation's flagship – HMS Ocean was leading the RN input to the exercise.

The Germans sent all six of their Gepard



(Cheetah) class Schnellboote from Warnemünde in the Baltic to Faslane.

The German patrol boats – joined by three similar Norwegian vessels – should be able to run rings around Britain's biggest warship (22,000 tonnes, 667ft long, 18kts flat out) as they can reach 40kts, are armed with Exocet missiles, a 76mm main gun (the RN standard issue 4.5in is 113mm) and RAM missiles to fend off enemy.

The German fast craft – Puma, Hermelin (stoat), Zobel (sable), Frettchen (ferret), Wiesel (weasel) and Hyäne (hyena) – were not just in town for Joint Warrior.

Together with their support ship FGS Werra, the boats were due to make use of the lochs, narrows and craggy coastline for navigational training before turning for home.

Joint Warrior also involved personnel from throughout the Naval Reserve.

Logistician Lt Jacqueline Barry, from HMS Eaglet said: "This is a high-tempo working atmosphere and although I often think I'm busy in my civilian role, nothing matches the stresses I and my team have to absorb doing this job."

Fellow loggie AB Peter Cavanagh, from Liverpool, said: "My civilian job as a civil servant is mundane when compared to the variety of tasks we are asked to undertake."

Sub Lt Phil Roberts, of the Maritime Trade Organisation team, said: "I've learned how the work we do affects the safety of the people who earn their living on the high seas."

Exercise director Capt Tony Watt said: "The contribution of Reservists is invaluable and provides the glue that holds together much of the exercise delivery as well as providing many of them the opportunity to develop their skills."





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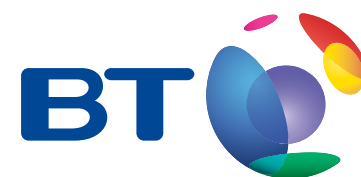
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Veterans join Royals to mark 70th anniversary of VE Day Nation pauses to say thanks



● The Royal Marines Band take part in the parade on Horse Guards

Pictures: LA(Photos) Alex Cave and Gaz Weatherston, PO(Phot) Owen Cooban, SAC Megan Woodhouse and Cpl Max Bryan

THE Queen led the nation in marking VE Day 70 at a service of thanksgiving at Westminster Abbey.

The Duke of Edinburgh, the Prince of Wales, Duchess of Cornwall plus veterans and their families attended the service, with representatives of Allied nations and Commonwealth countries who fought alongside Britain.

Afterwards, more than 1,000 veterans from both military and civilian services, organisations and associations representing those who fought in World War 2 in Europe – led by 400 members of today's Armed Forces – paraded from the abbey and up Whitehall, past the balcony where Winston Churchill appeared before the crowds on VE Day after his speech to mark victory in Europe.

The Prince of Wales took the salute as the parade entered Horse Guards Parade, and aircraft from the RAF's historic Battle of Britain Memorial Flight, followed by the Red Arrows, flew overhead.

Veteran Alistair Wicks, 91, of the RN Minesweeping Section, said: "On VE Day we sailed in and took over the port at Cuxhaven from the German command. We didn't know immediately that

the war was over. It just sort of filtered down.

"There was no battle. We were greeted with solemn silence – it felt unreal. We did fear attack but it never came. It was quite emotional because we were frightened and hopelessly outnumbered."

Lt Chris Chew, Commanding Officer of patrol boat HMS Trumpeter, from Skipton in Yorkshire, attended the service. His grandfather, the late Sgt Arthur Attwood, served during some of the pivotal moments of World War 2.

His grandmother Hazel Attwood was a Land Girl during the war.

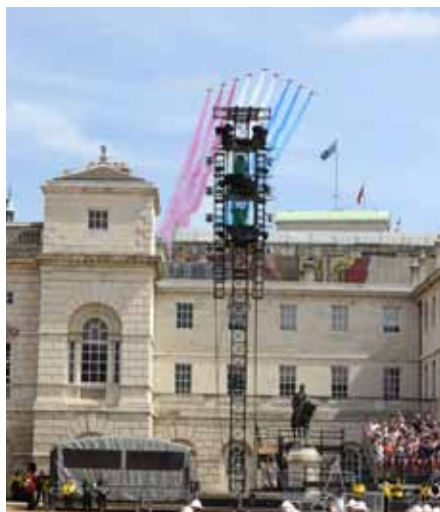
Lt Chew said: "It's important to remember what our ancestors did during the World War 2. My grandfather served in the Army and he inspired me to join the military."

St Paul's Cathedral, the Houses of Parliament and Trafalgar Square were lit up with V-shaped beams of light each evening, recreating what happened back in 1945.

Events to mark the 70th Anniversary of Victory over Japan (VJ) Day will be announced shortly.



● The Queen lights a beacon at Windsor Castle, the Red Arrows appear over Horse Guards, veterans are greeted by the crowds during the parade



Mavis makes her mark



● Mavis Whitehead ringing the bells

Picture: Portsmouth News

FORMER Wren Mavis Whitehead rang the bells at Portsmouth Cathedral to mark the 70th anniversary of VE Day – and she also rang them in 1945.

Now in her 80s, Mavis, who lives in Old Portsmouth, is a regular bellringer at the cathedral.

She has been a parishioner and member of the Portsmouth Cathedral band for more than 20 years.

Whilst still a teenager she was encouraged to ring at Leicester Cathedral on the original VE Day by her father.

A current member of the Royal Naval Guild of Bell Ringers, she has rung for over seven decades completing hundreds of peals, a performance of change bell ringing which consists of at least 5,040 changes or bell strikes, a performance that usually takes over three hours to complete.

The Very Reverend David Brindley, Dean of Portsmouth, said: "This is an especially remarkable achievement – we applaud Mavis's enduring commitment to her hobby and the community involvement that bell ringing has brought to the cathedral and the city."

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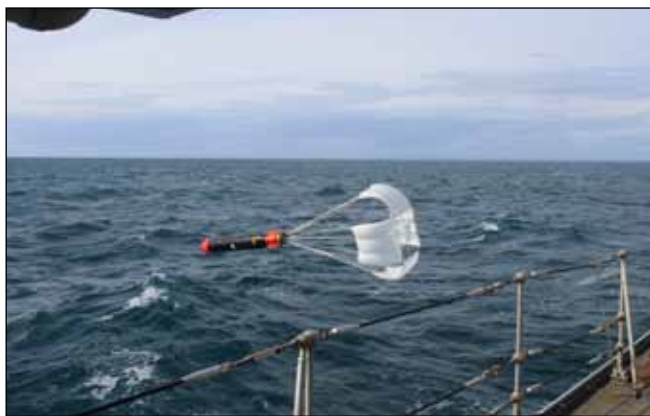
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A-hunting we will go

WITH a blast of high-pressure air one third of a tonne of naval firepower is propelled from its launcher aboard HMS Sutherland at 50mph as the frigate tests her weapons systems after a lengthy refit.

This is the Magazine-Launched Torpedo System thrusting a Sting Ray into the water – pretty much the Devonport-based warship's last line of defence against an enemy submarine.

Ideally, the Fighting Clan's sonars or her Merlin – armed with sonobuoys (air-dropped 'ears in the ocean'), dipping sonar (lowered from the body of the helicopter) and Sting Rays – should have dealt with a boat trying to attack it well out of range of Sutherland herself.

But one slips through that cordon, the ship carries several Sting Rays which wait in their tubes, just forward of the hangar, waiting to strike once they are fed the target details by the team in Sutherland's operations team.

Sting Ray is smaller and much lighter (seven times) than the Spearfish torpedoes carried by submarines. It still packs a punch – a 100lb explosive charge – as it's powered through the water at more than 50mph. In this instance, the dummy weapon was recovered once the exercise was

complete.

"It was great to see all our hard work pay off," said ET(WE) Nathan Bainbridge, who worked on the torpedo system ahead of the launch.

"We've been preparing for this trial for a long time and to have the torpedo launch like that was fantastic. Makes it all worthwhile!"

After running through the basics of seagoing again following her 13-month revamp, Sutherland is flashing up all her 'warry' sensors and weapons systems.

Like test firings and balancings for the Type 23's other last line of defence – this time against surface or air attack: GPMGs and Miniguns.

It was the first gunnery exercise for the new PO(AWW) Warren Lowther on his first day as section head for the above water warfare section after working as an instructor at HMS Raleigh.

The ship's gunnery officer Lt Iain Andrews said: "I am extremely pleased to have been able to prove the force protection weapons to the Command during the first live firing exercise at sea on Sutherland in over 18 months.

"These initial test firings were achieved in a safe and timely manner amongst a busy marine engineering trials package.

"Having proven the equipment we

can now continue with more advanced live firing training as part of the regeneration process."

For non-gunners, weapon balancing adjusts the rate of fire by manipulating the gas recoil system.

While Sutherland has a few months to go before she can grapple with any potential foe beneath the waves, not so her sister Portland – currently the Navy's senior ship when it comes to anti-submarine warfare.

She joined NATO allies for the ten-day-long Dynamic Mongoose off Norway (where, despite the name, there are no mongooses).

The Mongoose series of war games are a regular fixture in NATO's diary (as is the Mediterranean counterpart, Proud Manta).

Thirteen surface ships, three submarines, two maritime patrol aircraft and numerous helicopters from Britain, Spain, Turkey, the Netherlands, France, Canada, the USA, Denmark, Sweden, Germany, Poland and hosts Norway all threw their hats into the ring for the latest Dynamic Mongoose, with US Rear Admiral Brad Williamson, Commander Standing NATO Maritime Group 2, directing the hunt on the surface.

"There is a recognition that, with such an unstable world and the proliferation of capable submarines worldwide, there

has never been a more important time to focus on this important warfare discipline," said Portland's CO Capt Simon Asquith.

To get Portland in the mood for the hunt, she acted as the opposition during the final stage of the latest Submarine Command Course (better known as the Persher) playing cat and mouse with Britain's newest boat, HMS Ambush.

To help with the hunt, Portland has three poachers turned gamekeepers – submariners now in skimmerland™ – who collectively have more than 70 years' experience beneath the waves: Capt Asquith, who previously commanded HMS Talent, WO1 Steve Thorpe was coxswain of HMS Vanguard and Ambush and CPO Ed Froude has spent two decades on T-boats.

Their combined experience – plus the ship's Sonar 2087 – made Portland a formidable opponent both on the Persher and Dynamic Mongoose.

"It's a great privilege to serve onboard HMS Portland and be able to see the action from above the waves," said WO1 Thorpe who's the ship's EWO.

"Our submarine experience allows us to offer advice and answer questions from the ship's company about submarines and how they conduct their business."



● Catch me if you can... HMS Portland (and others...) give chase to U-33

“From Admiral to Seaman Gunner, we were all shipmates – once Navy, always Navy.”

Derek Banham entered the Royal Navy in 1943, aged 18. He later joined HMS Loch Craggie, and took part in the Battle of the Atlantic. On Churchill's orders, his ship found and sank a German U-boat responsible for the torpedoing of seven Allied ships. The memories of this are still with him.

Today, Derek receives specialist nursing and therapeutic care so he can retain his mobility and independence. As a charity, The Royal Star & Garter Homes can only continue to care for Derek with your help.

This Armed Forces Day, show your support for Derek and others like him by making a donation to The Royal Star & Garter Homes today.



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Saluting the military

COMMUNITIES around the country are preparing to mark this year's Armed Forces Day.

Guildford, with its strong historic and present day military links, has been chosen to host the national event on Saturday June 27.

Kicking off festivities will be a special service at Guildford Cathedral, followed by the parade which will feature tri-Service personnel, supported by bands, veterans and cadet forces, marching up Guildford's historic cobbled High Street to the events field at Stoke Park.

The park will have plenty of activities, with open air performances from a variety of musicians and entertainers throughout the afternoon and early evening.

Military demonstrations will include a Royal Marines band, the Royal Signals White Helmets Motorcycle display team, a demonstration of an infantry combat battle by 3rd Battalion The Princess of Wales's Royal Regiment and the Royal Air Force Queen's Colour Squadron drill display team.

Visitors will be treated to a parachute drop from the Raiders – the Royal Navy Parachute Display Team – and drawing a close to the memorable day will be a flypast of current and historic aircraft in the skies above Guildford.

The lead up to Armed Forces Day will also see a special day to celebrate Reserve Forces on Wednesday June 24.

Torpoint will host Cornwall's Armed Forces Day, at The Thanckes Park (The Lawn), on June 20.

Proceedings will start at 11am with a Veterans' Parade, while in



the afternoon in the arena there will be displays as well as Military vehicles.

In the evening there will be bands and entertainment on stage and the event will finish with a firework display.

A flypast by a Spitfire will be one of the highlights of the Leeds Armed Forces Day.

Military displays, including the 4 Yorkshire Regiment Freedom of the City Parade, are planned at Victoria Gardens on June 27 from 11am to 3pm.

Bordon in Hampshire is holding a double celebration on June 27 – the Farewell to Bordon Garrison Festival as well as Armed Forces Day.

After being based in the town for more than 100 years, the Army is relocating to Lyneham in Wiltshire.

Budds Lane Sports Ground will be the focus of the festival, which includes a Freedom of the Town parade by the Corps of the Royal Electrical and Mechanical Engineers.

A funfair as well as military displays will take place throughout the event, which will end with a Beating Retreat ceremony.

Although Guildford is the focus of this year's Armed Forces Day there are plenty of other towns and cities marking the day. Visit www.armedforcesday.org.uk for details.



● Above: Royal Navy personnel taking part in the march past in Stirling for last year's Armed Forces Day, while, left, Sea Cadets took part in a field gun competition at the Cardiff Armed Forces Day

Festival to pay tribute to forces

A NEW festival and celebration of the Armed Forces takes place in August.

Milifest will feature a number of sporting events, charity walks and music from various artists.

The festival, which takes place in Silverstone Woodlands on August 6 to 10, is the creation of Nick Smart.

"We're truly proud of our Servicemen and women, and Milifest will be a celebration for everyone in, and connected with, the Armed Forces," he said.

"I wanted to bring something really fresh and new to the festival scene, and I think we've done just that. It will be a true summer festival experience and military celebration, packed full of music, entertainment, adventure and hi-octane sport.

"Most of all Milifest is about having the best weekend of your summer. There's so much to do: watch, dance, play, compete – how much you get involved is up to you."

Milifest will include top-level rugby sevens, boxing and zorbing, football, archery and clay pigeon shooting – plus survival camps, a 'mud run' assault course and charity walks.

Music on three stages will include Labrinth, Sigma, Sam Bailey, Rixton, Becky Hill, and Professor Green.

Activities will combine to make the ultimate sporting challenge – the Milifest Cup, awarded to the Service (Army, Navy, RAF) that wins the most points at the end of the festival.

For details and tickets visit www.milifest.co.uk or follow them on Twitter or Facebook.



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GALLIPOLI 100



On a hill far away we remember our brothers

THE still-ripening long grass bristles in the brisk, cool easterly wind, swaying back and forth, writes *Richard Hargreaves from Gallipoli*.

To the north, covered in pine trees, the dominating height of Achi Baba rises above the plateau. Below it the white single and two-storey houses of Krithia with their bright red-slate tiled roofs, a British objective for April 25 1915, first day of the campaign to march up the Gallipoli peninsula.

To the northeast, in the distance, the narrow waters of the Dardanelles, plied by container ships and tankers, while ferries criss-cross between Turkey's European and Asiatic shores.

Pan around to the right and a glistening white obelisk emerges from the forest of green – a cenotaph for more than 15,000 Frenchmen and colonial poilus and matelots, three quarters of whose bodies were never identified.

A little to the south the enormous Abide memorial towers over the entrance to the strait. This 'box without any sides' rises more than 130ft above a 150ft-high cliff which looks down on

Morto Bay. It is a place of pilgrimage for every Turk, honouring 55,000 sons of the Ottoman Empire whose blood soaked this land a century ago.

In the foreground, the bright gleaming tower of the Cape Helles lighthouse – rebuilt after it was reduced to rubble – and the Helles obelisk, memorial to British and Commonwealth dead, nearly 21,000 of them. Below it, obscured from view, the sands and stones of Seddülbahir, now peaceful, on April 25 1915 a chancel house.

Barely 200 yards off Helles, a searing flash of orange followed by a swirl of smoke. It takes a couple of seconds for the crack of two guns on HMS Bulwark, firing in honour, not anger, to reach the shore.

Britain's flagship sits in a long line of battleship grey mustered off the gateway to the Dardanelles: HMNZS Te Kaha and HMAS Anzac, France's FS Cassard, the Turkish frigates Salihrsreis, Fatih, Turgutreis and Yavuz and a host of warships and coast guard craft under the star and crescent.

Below us, hidden behind pine groves and fields

of swaying grass and yellowing flax, a small, natural amphitheatre, where Turkish defenders picked off an invading force more than four times their size. This is W Beach. History has come to know it as Lancashire Landing, for troops from that county seized the beach, but three in every five were killed or wounded doing so.

It was here, in the wake of the Lancashire Fusiliers, that Walter Burr waded ashore with his comrades of the Essex Regiment – the teenager had lied about his age to join up.

A century later, his great granddaughter Wtr Rose Gleghorn stood at Lancashire Landing, looking up at the bluffs, the barren terrain, the few spots offering cover.

"Now I am where he was 100 years ago, I can appreciate what he went through all the more," said the 26-year-old junior rating from Bulwark.

"Last year the ship took part in the 70th anniversary of D-Day which was an incredible experience, but here I have a personal connection – one I only learned about a few days ago because my great grandfather never talked about

his war experiences. That's made it even more fascinating."

Walter Burr survived the slaughter of W Beach, was subsequently wounded and spent the rest of his life picking pieces of shrapnel out of his knee – and could never listen to the hymn *On a Hill Far Away* because it reminded him of Gallipoli.

Hundreds of others were not so fortunate. Up a gulley, no more than 15 minutes' walk from the water's edge, on the edge of a meadow of billowing yellow flax lies a corner of a foreign field that is truly forever England.

1,237 British and Commonwealth soldiers, sailors and airmen have found eternal rest in a small, flawlessly-maintained graveyard.

As befits the name of the Lancashire Landing Cemetery, there are men of the red rose buried here. Men of the Royal Munster Fusiliers. Walter Burr's comrades from the Essex Regiment. Worcestershires. Royal Scots. And there are men of the Naval service.

There is Leading Seaman George Ernest Wilfred Richards, a 23-year-old reservist from Fulham, killed on July 3 fighting with the Nelson Battalion of the Royal Naval Division. His parents Edward



GALLIPOLI 100



Pictures: PO (Phot) Carl Osmond and L(Phot) JJ Massey

and Mahala chose lines from Tennyson as his epitaph: *I know transplanted human worth, Will bloom to profit, elsewhere.*

A few yards away another tablet – there are no headstones here because of the risk of them toppling in an earthquake – for 20-year-old Private Norman Phillips of the Royal Marines Light Infantry who died at the very end of the campaign.

On another long row of graves, Chief Armourer William Body, originally from Liskeard but settled with his wife Jane in Devonport. He died aged 51, one of 49 sailors lost when battleship HMS Majestic was torpedoed off Helles in May 1915.

And there is the grave of Flight Commander Charles Herbert Collet, pioneer of naval aviation, veteran of the world's first strategic bombing raid – an attack on Zeppelin sheds at Düsseldorf – killed when his engine failed and he was horrifically burned as he crash landed at the Royal Naval Air Service's base on the island of Imbros.

Richards, Phillips, Body, Collet. Separated by a few yards, these dead embody the Royal Navy's commitment in the Dardanelles 100 years ago. Land. Sea. Air. Only the submariners are missing here, for their campaign was further to the east in

the strait and on into the Sea of Marmara.

Some of those submariners are commemorated on the newly-restored Helles Memorial – which is to the fallen of Gallipoli what the Menin Gate is to the unidentified dead of Ypres. There are 60 panels for the Naval Service alone – some 1,200 dead, half of them Royal Naval Volunteer Reserve, the sailor-soldiers who filled the ranks of the Royal Naval Division.

For 90 years, the sandstone monument has served as a marker for mariners and a site for Britons to reflect.

On the eve of the 100th anniversary of the landings on the beaches below it was the serene setting for the 40-minute act of British and Irish national commemoration.

Where once the waters were stained crimson red with blood they glinted gold under the dipping spring sun.

The heat of the day was giving way to the cool of the evening as the thunder from Bulwark's ceremonial cannon announced the beginning of a minute's silence.

Beneath the 100ft-high sandstone obelisk, Princes Charles and Harry led tributes from the

UK, joined by the leaders of Turkey, New Zealand and Australia, plus British Chief of Defence Staff General Sir Nick Houghton and First Sea Lord Admiral Sir George Zambellas, and descendants of those who fought on the peninsula in 1915 and 1916. More than a dozen wreaths were laid at the foot of the towering cenotaph.

The Prince of Wales read from the memoirs of future Poet Laureate John Masefield, who witnessed the invasion force depart exactly 100 years to the day of the ceremony, while Prince Harry recounted the words of A P Herbert – better known as a satirist and playwright after the war – who served with the Royal Naval Division.

*Tomorrow we must stagger up the hill,
To man a trench and live among the lice...*

Among the descendants of Gallipoli warriors invited to speak was Roger Boisser, whose father Ernest served with the Royal Naval Division and was asked to help preserve the body of friend and fellow Naval officer Rupert Brooke – “the first major British poet to die in the First World War”.

He suggested tin and sailors promptly began ripping open boxes of biscuits so the metal could be used as lining for Brooke's makeshift tomb.

A century on and planning for commemorations were rather less spontaneous. Bulwark's sailors spent three months planning their participation in events and the fortnight sailing from their base in Plymouth drilling the members of the Royal Guard for two hours each day.

The 100th anniversary demanded considerable efforts from all the 350-strong ship's company, from hosting royalty and senior officers to an international sail-past (“ballet at sea”) and choreographing the movement of sailors and Royal Marines going ashore – “hundreds of moving parts, thousands of meals required and all-round a lot of hard effort”, says Bulwark's Commanding Officer Capt Nick Cooke-Priest.

He and his ship received “nothing but praise” for the way in which they represented their Navy, nation and Commonwealth.

To Capt Cooke-Priest, Gallipoli is “a tragic and heart-wrenching chapter in history, a story of bravery, brutality, compassion, heroism and loss”, while the centennial services were “poignant, moving, beautiful and fitting”.

■ Continued on Page 22

GALLIPOLI 100

■ Continued from Page 21

Thanks to lectures, tours, talks, a plethora of information on boards dotted around the assault ship, his ship's company understood why they were here. They got Gallipoli.

"Being here 100 years to the day, recognising the sacrifice of all those who fought gallantly really has been a special occasion," said Steward Kehinde Adejumo.

"To be at the spot makes you appreciate the scale of the battlefield and how hard fought it was. Today we are alongside Turks, Australians, New Zealanders, Irishmen, and we are all brothers."

The young rating's words echo those of Turkey's founding father, Mustafa Kemal – later known as Atatürk – who led a division on the peninsula in 1915. Busts, posters, and statues can be seen throughout Gallipoli of the resolute Kemal leaning over the parapet of his trench, as can the words of reconciliation he spoke two decades after the battle:

You, mothers who sent sons from far away countries! Wipe away your tears. Your sons are now lying in the bosom of ours. They are now at peace and will rest in peace forever.

After losing their lives on this land, they will become our sons as well.

Just down the hill from the Helles memorial and a stone's throw from the 24cm guns and trenches of Ertugrul Fort is a small, but equally-spotless, cemetery for a battalion of Ottoman troops who defended what the Allies designated V Beach.

The battalion holding the old fort and ruined castle across the bay began April 25 1915 with around 1,300 men. By the time it yielded, more than 30 hours later, half the men were dead.

The graveyard at Ertugrul is unusual for Gallipoli. The Turks tended to bury their dead where they fell which means that the much of the tip of the peninsula is simply one unending cemetery. There are more than 80,000 soldiers from across the Ottoman Empire – men from Romania, Egypt, Syria, Yemen, Bulgaria, as

well as the Turkish heartlands of Çanakkale, Istanbul, Antalya.

And this was a battle of nations on the Allied side too. Britons. Irishmen. Canadians. Indians. Pakistanis. The Zion Mule Corps. And Australians and New Zealanders.

Ten thousand made the pilgrimage from the Antipodes to the peninsula to attend the centenary service as the first light of the eastern Mediterranean dawn was cast over Anzac Cove.

Precisely 100 years ago to the minute that men of the Australian and New Zealand Corps rowed ashore in cutters from Royal Navy warships – and rowed into Turkish rifle fire and eternity – the outlines of the warships from the preceding day's sail-past appeared again.

All that greeted the parade of vessels on a cold spring morning 100 years later was a barrage of flashes from cameras of thousands of guests and media attending the Anzac Day ceremony.

Despite the 4.30am start, almost every soul aboard Bulwark lined the assault ship's upper decks – even though only a proportion of them were actually required for proceedings.

Marine engineer Sub Lt Anthony Walsh, on exchange with Bulwark from the Royal New Zealand Navy, was one of those standing to attention.

"You read about Gallipoli, see the photographs, the narrow beaches, the steep cliffs, but to actually see it puts it into perspective. You realise just how difficult it was," he said.

"For us, Anzac Day marks the birth of New Zealand as a force, as a nation on the world stage. We were only a country of 1.1 million people at the time, a small nation of so many heroes who demonstrated the Kiwi spirit and showed just how determined we were as warriors."

For his fellow countrymen and Australians, this is most hallowed ground. Some 2,000 Anzacs (Australian and New Zealand Army Corps) who were killed on April 25 1915. In all,

around 11,000 sons of the two Commonwealth nations died in the ill-fated campaign.

Both navies sent ships – HMAS Anzac and HMNZS Te Kaha; for the Kiwis this was the first time their navy had ventured so far from home (14,000 miles) in more than 20 years.

"There's an eerie feeling to be sailing past Anzac at dawn 100 years to the day that our predecessors were here. You have to pinch yourself. It's a very sobering experience," said Lt Cdr Mike Peebles of the Te Kaha.

Shipmate WO(ET) Jeff Watt added: "We've all read the books, seen the accounts, watched the films, but you don't get a real picture until you see it for real. To see Anzac from a kilometre away, well you realise it's not a great place to land."

Which is an understatement. Anzac Cove is a small, gently curving bay. The almost-non-existent beach gives away immediately to the first of several cliffs and ridges.

Nearly 90 of Bulwark's sailors and Royal Marines had the chance to clamber over the field of battle – which is surprisingly small, dispense any thoughts of Normandy – with the RN's senior historian, Dr Stephen Prince.

He takes a longer-term view of the campaign – yes it was a failure from the Allied point of view. Wars cannot be won, he says, "by goodwill and gallantry alone – there is no substitute for training."

"The men came ashore at Gallipoli in a way Nelson would have recognised. But by the end of the campaign, there had been a series of innovations, even armoured boats moving at 6kts putting 400 troops ashore, the genesis of landing craft."

And Gallipoli is also "the birth of the 'all-round team'" – land, sea, air, amphibious operations, submarines picking off enemy supplies. Today we'd call it combined or joined operations.

"I know people look at Gallipoli as a failure, as a lost battle, which it was. But I don't just see it like that," says Royal Marine WO Ed Stout, Bulwark's executive warrant officer.

"Look at it another way. They were doing something no-one had ever done before. Sicily, Italy, D-Day – they all succeeded because of the lessons learned at Gallipoli. And 100 years later we are still making use of those lessons."

And then there is the human dimension: 60,000 sailors, Royal Marines, submariners and air and ground crew of the fledgling Royal Naval Air Service – forerunner of today's Fleet Air Arm – took part in the 14-month campaign.

All were, says the Rev Mike Wagstaff, Bulwark's chaplain "ordinary people who achieved the extraordinary".

He continues: "Look beyond the hardships and mistakes of history and concentrate on the courage, the resourcefulness, resilience and comradeship. Although the world has changed in so many ways since, we are not so very different from them."

We could not, however, endure the casualties of 1915. Not mentally. Not physically. The Senior Service lost five battleships, six submarines – more than half the boats sent to the Dardanelles – and 50 aircraft.

The human cost was 3,500 men killed – 1,000 marines, 1,000 sailors and 1,500 members of the Royal Naval Division – while four times that number were wounded or suffered from disease. Such casualties, by the standards of the 21st Century, are numbing.

"These kind of disasters and these kinds of casualties don't happen any more – and that's a good thing," says ET(ME) Louis Higgins as he casts his eye across the seemingly-endless panels of names on the side of Sir John Burnet's simple but evocative monument.

But the Helles memorial – and the three dozen other Allied cemeteries, statues and cenotaphs which pepper the peninsula are not, says Dr Prince, the sole reminders of this terrible ten-month struggle a century ago.

"At Gallipoli, monuments stand in stone, but the most important monuments are ships like Bulwark and the professional skills her sailors and Royal Marines possess today."

■ Nursing in hell – see Page 24





● Left: Members of HMS Bulwark's ship's company during a tour of Gallipoli, right; Far right: Princes Harry and Charles at the memorial at Helles; Below: Ships take part in the sail past during the Gallipoli commemorations

Pictures: POA(Phot) Carl Osmond and LA(Phot) JJ Massey, HMS Bulwark



● Royal Marines stop to look at one of the memorials; AB Jenny Cooper and Mne Punyer with a Turkish military guard; Battle honours of the Duke of Lancaster's Regiment



● The dawn service at Hyde Park Corner, attended by Princess Anne

London remembers

THE Royal family led the nation in commemorating Anzac Day with a number of ceremonies in London.
 The day of commemorations began before sun rise with a service of commemoration and reflection at Hyde Park Corner with The Princess Royal.
 The centenary Anzac Day dawn service included music from the Scots Guards and Grenadier Guards Bands, a lament played by Aboriginal and Maori instruments, wreath-laying at the New Zealand and Australia Memorials, and a traditional Maori dance.
 The Duke of Edinburgh attended a Service of Remembrance led by the Gallipoli Association at St Paul's Cathedral.
 Later thousands gathered on Whitehall for the nation's service of commemoration at the Cenotaph.
 Reflective pieces of music drawn from those countries that took part in the Gallipoli campaign, were sung

by Choirs of Chelmsford Cathedral and played by the Band of Her Majesty's Royal Marines Portsmouth, the Band of Her Majesty's Royal Marines Collingwood, the Band of the Grenadier Guards, the Band of the Scots Guards and The Turkish Air Force Band, under the directorship of Lt Col Nick Grace, Principal Director of Music.
 The Queen laid the first wreath at the Cenotaph. The march past of around 3,000 people was led by 1,500 Service personnel, representatives from the Armed Forces of other countries who fought at Gallipoli, members of military associations and, in particular, members of the Gallipoli Association.
 The Cenotaph service was followed by a service of commemoration at Westminster Abbey, attended by The Queen and The Duke of Edinburgh, and organised by the High Commissions of Australia and New Zealand.



● The Queen at the Cenotaph

GALLIPOLI 100

Nursing in an inferno

Memorial to those who care

THE amazing story of an Australian nurse at Gallipoli who went on to marry a sailor has inspired a new book.

Author **Rachel Sargeant** is married to the grandson of Muriel Leontine Sargeant (nee Wakeford), one of nine Australian nurses sent to the Dardanelles who ended up on the British-crewed hospital ship *Gascon*. Rachel takes up Muriel's story.

WHEN Sister Muriel Wakeford decided to keep a diary in 1915, she couldn't have known what a momentous year was ahead of her and how, 100 years later, her handwritten journal would be a record of one of the Great War's most ill-fated operations: the Gallipoli campaign.

Muriel was a hospital matron in her native Australia at the outbreak of war. She volunteered for the Australian Army Nursing Service and set off on the *Kyarra* in November 1914, arriving in Egypt the following January. In April 1915 she was sent aboard the hospital ship *Sicilia* bound for Lemnos, 30 miles from the Dardanelles Straits.

She wrote in her diary on April 15: "Got into harbour at daybreak. Wherever one looks there are warships and transports. During the afternoon we went for a cruise round in the ship launch. It was magnificent to see the super dreadnought *Queen Elizabeth*. She is capable of hunting for objects weighing 1 ton 25 miles. Probably in a day or two we shall hear her guns. They are 15in. The harbour itself is a very fine one - natural."

She clearly had an inkling that something was about to happen. Two days later she wrote: "Heard this morning of the loss of 100 men who were on the British transport *B12*. She was aimed at three times by a Turkish torpedo. A panic unfortunately ensued and the men took to the boats with the above result. The *Gloucester* from here answered the SOS signal and flew to their aid. The torpedo boat was driven on to the beach. Turks escaped. By this time the *Minerva* arrived in the scene of action and blew the destroyer to pieces. Had afternoon tea on HMS *Agamemnon*."

Muriel then found herself suddenly transferred to *Gascon*. Less than 48 hours later the first casualties arrived on board. They were the first of thousands of injured, dying and diseased men that Muriel and her colleagues cared for that year.

On Sunday April 25, she wrote: "Bombardment of the Dardanelles commenced 5am. Moved off at

1am. Reached Gaba Tepe at 5. Shells were bursting everywhere. At 9 the first lot of wounded came on board. At midday the place was a fiery inferno. The *London* was lying almost touching us. Shells from the enemy frequently burst quite close to us. The first landing party cut to pieces by the Turks who fired shrapnel before the lighters even touched the beach.

"At 6.30 left for Lemnos with 600 on board. In the meantime the wounded had to be placed on the various transports pending arrival of another hospital ship. The boys are wonderfully plucky and everyone on our ship worked like fury - to help them."

For the next eight-and-a-half months, the *Gascon* sailed the same triangle of Lemnos, the Gallipoli peninsula and the 600-mile voyage to hospitals in Alexandria, or sometimes to Malta.

Another diary entry reads: "Saturday 22 May, Boat drill varied the programme. Delightful weather. Arrived at Gaba Tepe

6am. Shells bursting all around. The *Albion* was beached and was an excellent target for Turkish fire. Various tugs and battleships eventually got her off. Got orders to proceed to Lemnos to await orders. Arrived at 5pm. There are a number of warships and transports inside the torpedo net."

And Friday June 25: "Generals Godley and Walker arrived on board for a little dose of rest cure. 3pm balloon ship arrives and HMS *Lord Nelson* escorted by destroyers. She began to shell the town of Maidos on northern bank of Dardanelles across the peninsula. This town being suspected of containing supplies and stores for reinforcements. During the shelling Turks opened fire on balloon and aeroplane. Shell cases falling very close to us. We slip anchorage. *Lord Nelson* departed at 4.30pm returning to Mudros to get behind the boom. Thick smoke is now seen rising from Maidos which is on fire. Turkish attack at night. Several wounded came on board."

During her time on the *Gascon* Muriel wrote frequent letters to her parents who sent them to



● Left, an extract from the diary of nurse Muriel Wakeford, pictured right, who served in the hospital ship *Gascon*, above, during the bloody Gallipoli campaign



local newspapers. Her column "A Letter from Nurse Wakeford" even became a feature in the *Illawarra Mercury*. In her letters she requested her readers to send luxuries for her patients such as flannels and calico wash bags.

She also let off steam far more than she did in her diary. For example: "I would use a dum dum bullet on every German and Turk I could get a shot at. It is time Britain gave up fighting like gentlemen and paid Germany back in some of their own coin. Fresh evidence of their 'culture' comes to light daily." (South Coast Times and Wollongong Argus June 25 1915).

Serving with Muriel on the *Gascon* was third mate Raymond Sargeant. We don't have Muriel's diary for 1916 and she did not mention him in the 1915 diary, but they married on June 28 1916 in Poplar, London.

Muriel's grandson Nigel

Sargeant said: "As was the norm for the time, Muriel gave up her career when she married. They made their home in Mombasa, Kenya, where Raymond became port captain.

"At the age of 56 he returned to active service during WW2 as a Lieutenant Commander with the South African Naval Forces. Their son Harry (my father) also saw action in the war.

"I am proud to read Muriel's diary and know what an important role she played in saving lives at Gallipoli."

Rachel Sargeant said: "I keep the diary format in the novel. January begins as a grand adventure for my character Sara and five other newly-enlisted army nurses. They head off into the unknown to do their bit in a distant war. They arrive in Egypt where they fit nursing duties around sightseeing trips

to the Pyramids and coffee at Shepherd's Hotel.

"But everything changes in April when they join a hospital ship. The nurses face an unrelenting barrage of death and disease with only the bravery and humour of their patients - shrapnel-scarred men scraped off the hostile cliffs of the Gallipoli peninsula - to keep them going. Sara doesn't just see war; she touches, tastes and breathes it."

■ **Gallipoli: Year of Love and Duty** is available as an ebook from Amazon and other platforms and from Rachel's website www.rachelsargeant.co.uk



A NEW memorial honouring the service and sacrifice of two Canadian nurses during the Great War has been unveiled in Lemnos.

Matron Jessie Jaggard and Sister Mary Frances Munro were among 70 Canadian nurses stationed on the island to treat thousands of wounded and sick Allied Servicemen from the fighting at Gallipoli.

Doctors and nurses were confronted daily with poor sanitation, illness, and the life-threatening injuries of soldiers. The heat, poor diet and scarce water inevitably caused illness throughout medical personnel.

Jessie and Mary succumbed to disease and were buried at the Commonwealth War Grave Commission's Portianos Military Cemetery in 1915.

The new memorial, designed by the CWGC, is made from Nabresina stone from a quarry near Trieste in Italy, and was carved by CWGC stonemasons at their facility adjacent to Anzac Cove, Gallipoli, Turkey.

CWGC Director General Mrs Victoria Wallace, who took part in the ceremony, said: "The hugely significant contribution made by women during WW1 deserves to be better known and I am honoured to support the initiative of the Canadian Embassy in Athens in commissioning this new memorial.

"More than 650 women, who served in a wide range of capacities, died during WW1 and are commemorated at Commonwealth War Graves Commission sites the world over.

"This new memorial honours the memory of just two such brave Canadian individuals, but is also a powerful symbol of the contribution on Lemnos of nurses from Australia, New Zealand and Great Britain, without whose dedication many more Servicemen would have died."

Mary and Jessie's stories are among those revealed at the cemetery by the CWGC's use of smartphone technology.

As part of the commemorations on Lemnos, the Director General unveiled a number of information panels at the CWGC cemeteries on the island. The panels feature the history of each location and a code, which, when scanned with a smartphone, provides access to the personal stories.

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CLASSIC
JACK

BY TUGS



Day music died at the Pinky

THE decision by the Sustainability Centre on the site of the former HMS Mercury to erect a plaque in Soberton evokes memories of the halcyon days of youth.

The White Lion – known as the Pinky – was the cultural hub of everything that mattered.

It was an era of unrestricted freedom expressed in the songs of the Beatles, Rolling Stones, Rory Gallagher and footballing icon George Best.

At the Pinky, the new arrival of Wrens billeted in

nearby Soberton Towers, were introduced to rough cider, a swirling mist of mind-numbing madness and the romances of Jolly Jack.

I was there when the show ended in 1971.

The Wrens returned to new quarters at Mercury.

The White Lion would never be the same and it returned to its origins, a quiet rustic pub.

I remember it as the day the music died.

Don Costello
County Cork

Coal task no joke

WHEN I was at HMS Drake in the 1950s, the chief regulating stoker put a notice outside his office.

There were two volunteers wanted for a short draft on HMS Barstone.

The next day two of us were told we had volunteered, told to pack a steaming kit and be at the jetty the next day.

We caught the launch and were dropped off at the coaling wharf.

Our job was to be the trimmers that went into the bunkers when the coal was delivered.

We arrived at Barrow in Furness, where we embarked a metal cylinder which we took out to sea and blew it up.

When I returned to Drake it took me weeks to get the coal dust out of my gear.

I never got around to thanking the chief.

Fred Copley
Plymouth

Eight into four

CAN someone please explain to us older ex-matelots when the No.8s became No.4s?

Graham Linton
ex-MEM

YOUR article in the April edition regarding the new working dress (PCS), stated that its predecessor was called No.4s.

I served in the RN during the 60s and 70s and as far as I recall, the working dress was called No.8s, even during the 80s. When did it change?

Tony Gorman
Middlesex



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One of few to have own marked grave



● AB Albert Freeman with his elder brother William

I WAS given a copy of *Navy News* recently and was interested to see the article about HMS Bulwark.

The current ship was remembering the namesake HMS Bulwark, which exploded in Sheerness on November 26 1914 with the loss of 745 men and 51 officers.

One of that number was my great uncle Able Seaman Albert John Freeman, aged 19, from Chichester.

He had joined the Navy as a boy seaman, prior to the outbreak of the war.

He is one of only 21 who have marked graves in the Navy section of the Woodlands Cemetery at Gillingham in Kent.

Most of the casualties were never found, but there is a communal grave for those who could not be identified.

Apparently only Albert John Freeman's torso was found, which was identified by his sister Alice, and was due to the fact that one of his sisters had sewn his name in wool in his underclothes.

The photograph shows him with his older brother William Arthur Freeman, who was also killed whilst serving aboard HMS Osprey dealing with the 2nd TS Squadron anti-submarine training and very much enjoyed my work.

I started Navy life attached to Whale Island on HMS Antic in 1948 and by the end of the year was on HMS Liverpool. After returning to Portsmouth I joined HMS Sheffield and we escorted our new Queen halfway across the Pacific.

For Operation Grapple we were told that as the control ship we would be about 15 miles from Malden Island. We were on the flight deck sitting with our backs to the drop wearing anti-flash gear and very dark goggles. As soon as the flash had gone we turned round and watched the mushroom develop. After standing we felt the wind blow across and then all was quiet.

The sea boat was sent out after each drop to collect water samples and any dead fish. A Harvard aircraft went out to collect air samples. On the way home they were catapulted over the side and I took pictures of them sinking.

We had a bit of shore time in Hawaii, Pearl Harbour to be exact. We were met by a troupe of young ladies in grass skirts dancing on the jetty.

I met a local chap ashore and he had shares in a light aircraft so we went to the airfield

been through the war years.

He was more of a boxer than a footballer and won awards for his boxing while in the Navy.

Nevertheless, he loved our 'Delaney Days' and I would dearly like to set up a match this year in his honour.

My question is, do you think there would be a team of guys willing to play in this memorial match in the Orpington area?

I imagine we would try to do the match maybe in July.

Mike Delaney

Kent

www.mikedelaney.soccer.com



Each month Pusser's Rum are offering to courier a bottle of their finest tipple to the writer of our top letter. This month's winner is Trevor Redman

Freeman also served and was aboard the last ship sunk in WW1, HMS Britannia, which was sunk off Cadiz on November 9 1918. Fortunately he survived.

The deaths of the two who died are recorded on the War Memorial in Chichester and on the Royal Navy memorial on Southsea Common.

My father, also a Chichester boy, Edward Frank Redman served as a pilot in the Royal Naval Air Service in 1917 and 18, and then in the newly-formed Royal Air Force.

Trevor Redman
West Sussex

Queen, H-bomb and grass skirts

and had a look around the island from the air. After landing we went up into the control tower for a quick tour. On leaving harbour the ship was buzzed by a low-flying aircraft and I could clearly see who the pilot was, he was level with the flight deck.

On to Raratonga and we met up with some New Zealand residents and were invited back to the motel where they all stayed.

We had a good tour round South America and of course a visit to the Falkland Islands before getting back to Pompey.

I completed my 12-and-a-half years with the cruiser HMS Gambia. An interesting fact was that Liverpool relieved Gambia in Port Suez back in 1952.

Bryan Pitt
Worcester



LETTERS to the editor should always be accompanied by the correspondent's name and full address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in *Navy News*, nor can we reply to every one.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues. The editor reserves the right to edit your submissions.

Another great year

AFTER the amazing year we had in 2014 the team are now gearing up for the various events that we will be attending over the next few months.

If you are fortunate enough to also be at the following displays, celebrations and rallies, then we guarantee you'll have something worth stopping by our stands for.

This summer we're raffling a new Aston Martin V8 Vantage Roadster in support of The Royal Marines Charitable Trust Fund.

The lucky winner will have the chance to either take home the car, or claim £75,000 in cash, and there are plenty of opportunities to buy your ticket in person.

Our summer events schedule kicks off with 42 Commando Families Day, followed by the HMS Sultan Summer Show on June 20-21 and then the Goodwood Festival of Speed (June 25-28), which is a natural place to show-off our new wheels.

We'll be back supporting our Royal Marines and their families at the Commando Training Centre Families Day in July before hitting Yeovilton Air Day on the 11th.

Finally the car will be on display at the inaugural Americas Cup on Southsea Common, Portsmouth, between July 23-26. Please come along and say hello and buy your tickets if you are at any of these events.

Our challenge is to raise £2.5m per year so that we can better support the Royal Marines Family. With support from the Royal Marines Corps Family and our fantastic fundraisers last year we achieved this and more.

Now, six months into 2015, we are determined to carry on the momentum from last year to make this year the best it can be. The more money we raise the better we can help serving and retired Royal Marines in need. We look forward to seeing you.

Charlie Martin
Fundraising and Communications Manager
The Royal Marines Charitable Trust Fund

Millions handed over to marines

The Royal Marines Charitable Trust Fund (RMCTF) granted £200,000 more in 2014 to Royal Marines beneficiaries thanks to a monumentally successful year of fundraising.

In total, £2.1m was distributed across the Corps via the charity's three pathways: Quality of Life (£810,320); Recovery (£297,078); and Through-Life care (£515,074).

The organisation, a part of The Royal Navy and Royal Marines Charity, attributed a large part of its success to community fundraising initiatives and large-scale events, which were conveniently held in the 350th anniversary year of the formation of the Royal Marines.

From abseiling challenges led by charity ambassadors such as Bear Grylls in London to a Gibraltar Rock Race which featured Superman actor Henry Cavill, both the RMCTF and the Corps enjoyed a wave of worldwide recognition and celebration.

"We are extremely grateful to everyone who donated to the RMCTF last year, enabling us to increase our output to Royal Marines and their families by nearly an extra 10 per cent," said RMCTF Chief Executive Officer Jonathan Ball.

"The Corps itself played its part, as we knew it would, bringing international attention to our work through the 1664 challenge. Now however, we need to keep the momentum up.

"While the birthday celebrations might be over, our amphibious fighting force is still out there 365-days a year carrying out anti-piracy duties, protecting the nuclear deterrent, guarding our embassies and on Special Forces operations."

Major milestones for the charity in 2014 included putting 159 marines through the recovery pathway with grants totalling £297,000; supporting 261 veterans (£237,000); funding trauma risk management for veterans (£53,000); supporting the serving RM community through family events (£37,000) and funding RM Cadet activities (£35,500).

Read more about the RMCTF's work in its latest Impact Report, which is available online from mid-late June at rmctf.org.uk



● Above: Personnel from Logistics Company of 42 Commando in front of the RM350 Memorial

● Left: Superman actor Henry Cavill joined the RM350 fundraising drive last year

News in brief

■ CONGRATULATIONS to LA(Phot) Ian Simpson for winning the charity's Family and Friends category at this year's Peregrine Trophy Awards.

■ WHILE they may have narrowly missed the top honours, three nominees in this year's Soldiering On Awards, put forward by the charity, received high praise from the judging panel.

Former Royal Marine Spencer Vaughan was a People's Choice runner-up while Maj Paul Spanner and POPT Mark Jones were highly commended entrants.

■ THANK you to all our London Marathon runners who this year included RN and RM runners who carried 26.2lbs-weighted Bergens. Collectively our runners raised over £4,000 (that's the equivalent of over £150 per mile ran!)

■ WELL done to HMS Eaglet, who proudly claimed this year's Phillip Dark Trophy (RN) and £2,000 from our Prizes and Awards fund, for surpassing their recruitment figures.

Dates for your summer diary

AS the summer season begins you're bound to find a multitude of events organised by – and in support of – the Naval Service.

With charitable funding behind a number of open and families days, it'll be no surprise that you're likely to find us represented somewhere amongst all the fun this summer, starting with HMS Collingwood Open Day and the RNRMC Field Gun Competition on June 6.

HMS Sultan's Summer Show follows closely behind on the Father's Day weekend of June 20-21 and promises yet more action-packed entertainment to remember.

It will include displays from high adrenaline Motorcycle Display Teams and The Devil's Horseman through to the more traditional steam fair and the festival circus.

Taking place the day before, on Friday June 19, you can catch some tri-Service fundraising activities at Royal Ascot as part of its five-day long prestigious racing calendar.

The festivities continue for this year's Armed Forces Day, which takes place on Saturday June 27.

While Guildford will be the national focal point of celebrations owing to its strong historic and present-day links, armedforcesday.org.uk events are taking place across the UK in recognition of our Armed Forces.

Moving into July, rugby fans can show their support for the uk4u Thanks! and the Royal Navy and Royal Marines Charity simultaneously at a joint-fundraiser at Headingley Carnegie Stadium and Cricket Ground, Leeds, as Leeds Rhinos take on Salford City Reds on July 17.

Fans of aerial displays meanwhile can look forward to exhilarating demonstrations from the Fleet Air Arm, who take to the skies for RNAS Yeovilton International Air Day on Saturday July 11 and RNAS Culdrose Air Day on Thursday July 30.

FUNDRAISERS OF THE MONTH

Babcock, Devonport



RUNNING more than 200 miles the Babcock Devonport (HMS Drake) team showed true spirit and determination taking on our Road to Twickenham fundraiser in the days leading up to the Army v Navy match.

Raising an incredible £12,049, the team – comprised of Elise Masters, Martin Head, Steve Treagust, Chris Tomkins, Helen Treeby (Veness), Tim Schneider, Kevin Randall, Emily Warren, Felicity Goddard, Martin Ward – were rightly celebrated pitch-side at the great stadium itself.

Real winners at game

WHILE the result may have swung in favour of the Army (36-18), this year's inter-Services match was a huge score for the Navy's charity.

A sold-out capacity stadium of 81,116 Armed Forces rugby fans cheered on their respective sides, while outside of the stadium the charity raised more than £3,000 from the event in bucket collections.

Further valuable funds were raised through coach fundraising and the raffling of a convertible Aston Martin V8 Vantage Roadster in West Car Park in support of the Royal Marines Charitable Trust Fund.

Lauren Wileman, Head of Community Fundraising, said: "It was a great day – regardless of the result – and it was particularly nice to see so many friends and family of Service personnel, as well as regular supporters of such a warm-spirited event.

"Everyone was incredibly positive towards the work of the charity and were very generous with both their cash and sense of humour!"

Cash raised on the day will be added to the charity's sporting fundraiser, the Road to



Twickenham, which was celebrated on the pitch at half-time with a speech from a team of runners from Babcock Devonport. In addition to a cheque presented live to charity CEO Robert Robson the fundraisers have raised an incredible £12,049.

If you would like to join next year's Road to Twickenham, register your interest early by emailing fundraising@rnmrc.org.uk

Support for Race for Life

THE crew of Royal Fleet Auxiliary Fort Austin, currently deployed on Operation Kipion, walked, ran, rowed and cycled to raise money to sponsor a Race for Life team running in aid of Cancer Research UK.

Personnel walked or ran 25 laps of the ship's internal clearway (or athletics track) to complete five kilometres.

Several of the crew opted for a more intense approach to raising money, completing several iron-distance triathlons by rowing 28km, cycling 380km and running 100km.

More than £200 was raised in support of the Sponsor the Race for Life team from Sunflower Nursery in Lochgelly, Fife.

Lyn Bowring, a teacher at the Sunflower Nursery and wife of Steve, who is a Systems Engineer serving onboard, expressed her gratitude to the crew by saying: "The staff and parents at the nursery will be amazed at the amount of the crew's generous donation. It will give the staff here an extra lift and an added incentive for the training that still faces them in the weeks to come."

Steve said: "Almost every family knows, or knows of someone who has suffered from one form of cancer or another and we should be doing as much as we can to help improve the chances of survival. All we did was take a little part of our free time and go for a walk."

Plea for rally help

FORMER RN artificer Andrew Forrester is taking part in a car rally from Edinburgh to Rome in July.

The Rust to Rome rally, in aid of Help for Heroes, will consist of a ten-day journey. At the start of each day competitors will be given the route they must follow that day.

All entrants need to buy and prepare a vehicle for £500.

Andrew has purchased a 1999 Jaguar S-Type, nicknamed Diamond after the Type 45 destroyer.

During his Navy career Andrew served on HMS Hemione, Monmouth and Boxer.

After leaving the Service he worked on projects for defence companies.

Anyone wishing to help Andrew can visit www.justgiving.com/r2r-thedirtymartinis/

His Facebook page is at www.facebook.com/pages/Rust-2-Rome-The-Dirty-Martinis/911723932185907/

For details about the rally visit www.rust2rome.com

Concert aids two funds

TWO charities will benefit from a concert which put the spotlight on the young performers of Plymouth.

The Celebrating Young Performers concert was organised by Plymouth Sorooptimists and Plympton Rotary Club and supported by Peninsula Arts and Simon Ible, Director of Music at Peninsula Arts Plymouth University.

The event raised approximately £1,600, which will be split equally between the Devon Air Ambulance Trust and the Royal Marines Charitable Trust Fund.

Twelve acts, including the Royal Marines Volunteer Cadets Corps and two ensembles, took to the stage to wow the packed audience.

Digging for Victory

PEMBROKE House was on the receiving end of a significant uplift in muscle power with a working party from HMS Collingwood's Victory Squadron popping up for the day to lend a hand in the garden.

The working party, led by Leading Hands Kieran Heffernan and Andy Rouse, did a super job working alongside Pembroke House's Gary and Dan in clearing out the raised flower beds flanking the home's newly-installed Globe water feature.

While making sure they were fed and watered during the day they also enjoyed a pint on completion while they reflected on the day's achievements at the Royal Naval Benevolent Trust's care and nursing home in Gillingham, Kent.

● Personnel from Victory Squadron get stuck in to the gardening



Thanks for looking after Uncle Colin



● Chris O'Doherty took on a cycle challenge

A ROYAL Navy sailor from Tyne and Wear took on the Fred Whitton cycling challenge for Blind Veterans UK, the national charity for vision-impaired ex-Servicemen and women.

Chris O'Doherty, 33 from Hebburn, decided to take one of the toughest cycling challenges in the UK to thank Blind Veterans UK for supporting his uncle Colin Williamson.

Chris said: "My friends and I were looking for a cycling event to take part in and we came across the Fred Whitton challenge."

The Fred Whitton challenge consists of 112-mile cycle around the Lake District in a single day. The cycle starts and finishes at Grasmere and takes cyclists on climbs of Kirkstone, Honister, Newlands and Hardknott.

Mr Williamson has received help and support from Blind Veterans UK since 2003.

He served in the Army for five years. In 1992 he was involved in an unprovoked street attack which gradually caused him to lose his sight and he was registered blind in 2002.

Chris said: "I've seen firsthand what Blind Veterans UK does for my uncle and he has told me of the great things the charity does for vision-impaired veterans. It made it an easy decision to fundraise for them."

To sponsor Chris visit www.justgiving.com/Chris-O-Doherty1

To find out more about Blind Veterans

UK, please visit www.blindveterans.org.uk

■ Five Blesma members, along with a group of friends, have completed a gruelling 140-mile cycle ride from the west coast of England to the east coast in three days, raising almost £7,000 in the process for the charity.

The team started the challenge from the Eric Morecambe statue in Morecambe Bay.

The route saw the riders pass through Ingletton, Hawes, Redmire, Leyburn, Thirsk and Malton before finishing at Filey seafront two days' later, where they were met by representatives of the local Royal Marines Association.

Ride co-ordinator and Blesma member Jonathan Bell said: "We set out to achieve two goals: to raise money, and to raise awareness for Blesma – we have achieved those goals."

"What was so special about the ride itself was that everyone from family members, support staff, riders and mechanics all pulled together in what was a fantastic team effort. Thank you to all involved."

So far, the team have collectively raised nearly £7,000 but there is still money coming in.

Donations are still being accepted at: <https://www.justgiving.com/C2CFORBLESMA/>

Blesma, The Limbless Veterans is the national charity for all limbless Servicemen and women, their widows and dependants.

It was formed in the years following WW1 and became a national charity in 1932.

Charity Snippets

■ A CHARITY dinner in Coventry organised by veteran Gordon Quinney will raise money for Blesma, The Limbless Veterans and Normandy Day UK, a local peace education charity.

The event has been organised to mark the 71st anniversary of the Normandy campaign and will be compered by Coventry comedian Billy Bell.

The Meet the Heroes charity dinner starts at 7pm on Friday June 12 at the Britannia Hotel, Fairfax Street.

Tickets cost £25 and are available from Carey Stringfellow, on 07887 374002 or by emailing meettheheroes@hotmail.com

■ OLD Pulteney Single Malt Scotch Whisky has announced a new partnership to raise vital funds for the global maritime charity The Mission to Seafarers.

The Maritime Malt will donate a £1 from every bottle of Old Pulteney 12 Year Old sold in 2015 to the charity, aiming to raise £30,000 to support their work providing counsel and friendship for merchant seafarers in need – whether they are stranded, isolated or far from home.

■ CHEFS aboard HMS Sutherland were set a challenge to produce a cake for eight people, for less than £12.

The contest was won by Chef Thomas Pedley, the fighting clan's most junior chef, who baked a classic Battenburg.

■ Openreach, BT's local network business, has launched the largest charitable tie-up in its history by partnering with the UK's oldest national military charity, SSAFA.

The partnership will see the two organisations collaborate on a range of fundraising and promotional initiatives.

■ The Forces in Mind Trust (FIMT), established to help ex-Servicemen and women make a successful transition back to civilian life, and the Officers' Association, providing lifetime support for officers and their families, have co-funded an extensive upgrade to the Cobseo (the Confederation of Service Charities) website. The upgraded website – www.cobseo.org.uk – will enable Cobseo to further develop its role within the Armed Forces charity sector.

■ SIR Winston Churchill's family marked the anniversary of VE Day with a Royal Albert Hall concert.

The anniversary of the end of war in Europe was marked with a spectacular evening of music at Classic FM's concert 'VE Day At 70'.

The concert was held in conjunction with the Armed Forces charity SSAFA.

Boost of £70,000

THE Royal British Legion has awarded a £70,000 grant to Alabaré Christian Care and Support towards the running costs of its Homes for Veterans in Plymouth and Weymouth.

Alabaré's partnership with the Royal British Legion dates back to 2009 when the Legion's funding enabled the charity to open its first Home for Veterans in Plymouth. This was quickly followed by the opening of Weymouth Home for Veterans in December 2010.

Since then, the Legion's support has helped Alabaré to open a further two homes in each of the towns, meaning dedicated support can now be offered to a total of 19 individuals at any one time.

Andrew Lord, CEO for Alabaré, said: "We have developed an excellent model of support for veterans. This model has been informed through our close work with the Royal British Legion which has proved invaluable; we appreciate our strong working relationship and hope it will continue long into the future."

Daniel Elser, Head of External Grants at the Royal British Legion, said: "The transition to civilian life after a career in the Armed Forces can be difficult. Sadly, a minority of veterans struggle and find themselves in circumstances resulting in homelessness."

"The Legion is committed to supporting those in the Armed Forces community at every stage of life, no matter the hardships they may be facing. We are proud to support Alabaré in its ambition to provide support for homeless veterans."

For more details visit www.alabare.co.uk

Supporting Children

of Royal Navy and Royal Marines (serving and ex-serving) who are IN NEED, HARDSHIP or DISTRESS



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Vesting makes us feel good

OVER the past two months the Faraday and SIP teams have been hard at work progressing more of the improvements to career, training and support initiatives designed to improve the work space of the Naval Engineer.

On April 1 the formal integration of the warfare CIS branch into the weapon engineering branch took place, which was officially called 'WE & CIS Integration Vesting Day', marking the transfer of all warfare CIS and CISSM personnel into the weapon engineering branch and the start of the transition towards a fully integrated stream.

Detailed guidance regarding the immediate changes brought by Vesting Day, and the period beyond, can be found in RNTMs 88/15 and 89/15. Aimed not just at the CIS & CISSM personnel, these RNTMs will allow HODs, Divisional Officers and Divisional Senior Ratings to become fully apprised of the CIS integration and ensure, through the divisional system, that all WE personnel are informed.

Individual units were encouraged to mark the occasion in their own way, where possible presenting the new branch badge to CIS personnel – a special mention and thank you has to go to the Maritime C5ISR Support Unit (MCSU) who were the first to provide pictures to the Faraday Office (pictured). There is still time for units to provide their pictures from the day or their badge presentations.

All WE senior ratings from the general and Submarine Services



who are streamed CIS are to ensure that their preferences are entered on JPA, stating whether or not they are a volunteer for cross-training. This requirement applies equally to source branch ETs streamed CIS and source branch warfare CIS/CISSM. This will ensure branch managers can determine course requirements and allow the career managers to develop a plan to put volunteers on course. The window opened on April 1 and will close on September 30. Details of what should be inserted on to JPA and further details can be found at paragraphs 11 and 12 of RNTM 111/15.

As stated in the RNTM, when determining their choice of preference individuals should consider that, while they may currently be ineligible to commence cross-training due to a lack of residual service, possible selection for an extended career in the future may see their eligibility change. Personnel who

would wish to cross-train but are currently ineligible should ensure that this is reflected in their preference.

The engineering branch badges are available from Naval stores. Moving to the new badges is at the discretion of unit COs, but all personnel should aim to have new badges on uniform no later than September 1. Units are reminded to remain conscious of the ongoing PCS rollout programme when planning the transition to the new branch badge.

Work is continuing on many of the other Faraday work streams. Provisional exams, fast track, ICF and CDJs are all being progressed with details to be published during the summer term by RNTMs which will be available on the Faraday website.

Alongside Faraday, the Support Improvement Programme is seeking to focus on getting to grips with the big issues that are affecting engineers

in the Front Line. Some very positive gains have been made already and they have a number of further initiatives underway.

Recently moving into Phase 2 of the programme, a combined approach with DE&S has led to the formation of additional specialist logisticians in Abbeywood to focus on the supply chain and Focused Intervention Teams (FIT) located at the waterfront area. These FITs have been tasked to look at the support issues around chilled water plants, flexible hoses, internal communications and davits, providing practical assistance to submarines and ships throughout the support chain with a mix of RN engineers, DE&S equipment teams and, where necessary, industry and OEM participation. Navy Command is also providing another 20 RN engineers and logisticians at Abbey Wood, who will be joined by up to 30 contractors on a short term basis, to provide DE&S with some

support in a number of critical areas which will ultimately benefit the general service and submarine communities.

Work continues within DE&S to improve the supply of hand tools. As we move into a new hand tools contract, a briefing by the MOD to all the prospective framework suppliers has been held, including a visit to HMS Diamond, to enable the maritime domain to emphasise the importance of hand tools to the RN, providing some context for the prospective suppliers. In parallel with this activity SIP is looking to deliver a targeted improvement within a specific hand tools/RATS area; your engagement is vital to making this venture a success.

Beyond hand tools, work is ongoing to address the reported issues with onboard tools, test and diagnostic equipment. Recent efforts have been focussed on planning for a Fleet Minor Trial for diagnostic and repair tooling and remote diagnostic support equipment. The WSpt-SMM team have also announced continued improvements to UMMS usability.

At the waterfront areas we have been restoring access to retail stores, implementing Surface Ships Engineering Support Team (SEST) and developing the concept of the Devonport T23 Refit Support Group with the aim of changing how RN engineering personnel are employed at the waterfront in support of future T23 upkeeps with opportunities for development of skills and knowledge and a keen eye on offering high quality employment.

Last month we reported on work to assign maintainers

for Phalanx Deep Technical Specialist training. The first maintainer has now started training with Babcock and will be helping to build the Phalanx mounts for HMS Queen Elizabeth.

Finally, recent efforts by Devonport Flotilla in support of HMS Torbay's FTSP have helped to improve the integration between the waterfront organisations and ships' staff to deliver improved ways of working across the logistics and engineering disciplines in relation to FTSP planning, delivery and stores management, collated together into a 'Dummies Guide to Stores'.

Where to look

RNTMs

124/15 DII Tiger Team
131/15 Submarine Coxswains' AGM & Formal Dinner 5 June 2015
132/15 Removal of Incremental Level (IL) Bar for K, MA and ACMN Specs RM
133/15 Application Process for Female Officers and Ratings to Transfer to the Submarine Service
135/15 The Naval Service Outstanding Contribution Award
147/15 Royal Navy Ratings and Royal Marines Other Ranks – Branch Transfers – Improvements

Galaxy briefs

09-2015 New recognition for the Regular and Reserve Service

DINS

DIN 2015DIN01-095 Re-alignment of Retirement Age for Naval Service Officers with Service prior to 1 Apr 1999 (RA55 Scheme) – 2015 Round
DIN 2015DIN01-108 Pension Reform 2015
DIN 2015DIN03-010 Cyber in Defence-OS
DIN 2015DIN07-093 Royal Navy/Royal Marines and Royal Naval Reserve Merchant Navy Liaison Voyage
DIN 2015DIN07-095 Joint Service Sail Training (Exercise Scotwest 2015)
DIN 2015DIN09-007 The Alan Hirst Memorial Prize
DIN 2015DIN10-032 Royal Navy Golf Championships 2015

How does the new 2015 Armed Forces Pension Scheme affect you and your family?

The Forces Pension Society can tell you and will help you get the most from your pension.

HOW WE CAN HELP

Armed Forces Pensions are complex and we can help ensure you **get the most from your pension** by advising on **when to leave** (and when not to), commutation, how to deal with **pension troughs**, the implications of **redundancy, divorce**, how you might be able to top up your pension, the **impact of AFPS2015** and if you are a reservist, what the new pension rules mean for you. Help is available from our acknowledged **Pension Advisory Service** experts.

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No other organisation **campaigns for fairness in Armed Forces Pensions**; no-one else has the interests of its Members at heart. FPS is an independent not-for-profit company that **holds government to account on behalf of the whole military community**.

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April saw the introduction of the new Armed Forces Pension Scheme and you need to know how it affects you and your family. And if you **join us online now** (membership for you and your partner costs just £35 p.a.), we'll send you a **City Break voucher worth £100** (T's & C's apply); just visit our website at **www.forcespensionsociety.org**, quoting Promo Code **NAN2015**.



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JOIN US AND GET THE MOST FROM YOUR PENSION

Share. Inspire. Empower.

INSPIRATIONAL females from the Navy, international business and the world of sport fired up more than 200 people from across the three Services at the third annual conference of the Naval Servicewomen's Network.

A day of motivational talks, life experiences and workshops at HMS Collingwood focused on the network's aim of inspiring women in the workplace.

The keynote speaker was Claire Harvey, Paralympian and senior consultant at global audit and financial firm KPMG, who gave an awe-inspiring account of her journey to get to the London 2012 Olympics, her preparations for the 2016 games in Rio and the various challenges she'd faced along the way.

"I feel very privileged to be part of this conference. Being in such an environment where people can explore issues, share ideas and draw inspiration from each other is extremely valuable, especially in today's busy lifestyle," she said.

A panel of Naval speakers gave accounts of their experiences in the Senior Service. RPO Cat Chambers gave an insight into her two operational tours in Afghanistan and her current work as an investigator on the Iraqi Historical Enquiry Team; LNN Denise Wright provided an overview of more than 20 years' experience in the Naval Reserve; Lt Cdr Dan Parker gave his perspective as a father in the RN while his wife – also a



● Paralympian Claire Harvey shares her experience of the business and sporting worlds with conference delegates while (inset) First Sea Lord Admiral Sir George Zambellas addresses attendees

Pictures: Keith Woodland, HMS Collingwood

Naval officer – was away at sea; and Lt Emma Yearling offered her perspective on life at sea as an engineer submariner and how the Royal Navy had progressed in terms of support and ensuring that women were able to work in an inclusive and fair environment and the challenges she'd faced.

A series of workshops gave attendees the opportunity to focus on various areas of

interest including unconscious bias training, personal brand development, life balance techniques, goal setting, career progression and authentic leadership.

And there was a panel session featuring Claire, Alison Mackay from Edit Development and Miriam Gonzalez, the Inspiring Women campaign champion.

"The Royal Navy has been

one of our best ambassadors and their support has been key for the success of the campaign," Ms Gonzalez said.

"The Royal Navy's women are wonderful role models for young girls and the perfect example of how women can break barriers and stereotypes and change the face of a traditionally male-dominated sector."

Among those attending was Wtr Leanne Miller, who works in Portsmouth UPO in Portsmouth, who'd previously been put off the network – "I thought it had

admiral, there's no monopoly on good ideas," he said.

"Finding new and better ways of working and preparing for the future is a team effort. And we will only move forward as an organisation by sharing and learning together and by challenging and encouraging one another."

His words were echoed by the First Sea Lord, Admiral Sir George Zambellas:

"The Royal Navy has an amazing future, but fulfilling that promise rests on recruiting and retaining people with the right skills and qualities. So we must be the kind of organisation which women want to join, and where the brightest and best can succeed – irrespective of gender."

"The Naval Servicewomen's Network and our partners have all worked enormously hard, and there are areas where we have made good progress. But we need to look closely at our recruitment processes and career pathways in order to bring about greater change."

"Only by making the right choices now can we shape the Royal Navy to become the kind of organisation we really want it to be in the future."

Capt Ellie Ablett, the chair of the network, said the record attendance at the conference was proof of the importance of the event and her group's goal of sharing, inspiring and empowering.

"Our theme is all about inspiring women in the workplace but the underlying message is about the benefits to everyone in promoting a genuinely inclusive organisational culture both within the Service and in other employment sectors," she added.

Q&As to make your day

The Naval Families Federation (NFF) is a team of ten people who work to ensure the views of Royal Naval and Royal Marines' families are independently represented at the highest level; to the MOD and Government. Here is a flavour of some of the questions that families have recently raised with the team:

I am due to leave the Royal Navy next year, can I still claim the SPP (Service Pupil Premium) for my children?

SPP can be claimed for up to six years after leaving the Service, even if the child changes school, as long as they were eligible in 2011. If you are PCAT Stat 1 or 2 then you are eligible to claim the SPP through your child(ren)'s school. The school must be aware that you are a Service parent so ticking the box on the school census that takes place mid-January each year is really important. Visit the 'Education' section of our website (www.nff.org.uk), or see page 48 of the winter 2014 edition of our *Homeport* magazine (also available on our website) for further details.

I am ex-RN and used to live in Service Family Accommodation. I have been contacted by a Debt Recovery Agency for monies outstanding that are linked to the Service Family Accommodation I lived in, but the debt is from after I left. What do I do?

We would advise you to contact JPAC on 0800 085 3600 who could provide evidence of when you were paying rent for the accommodation.

Q: Can you please give me some information on childcare vouchers for Service personnel?

Childcare vouchers are a Government initiative designed to help working parents pay for childcare. You can convert part of your salary into vouchers, saving the tax and National Insurance you would normally pay on that amount. The vouchers can be used to pay for almost any form of supervised activity outside compulsory education, as long as the activity is registered with an accredited agency.

Sodexo run the Armed Forces Childcare Voucher Scheme; please see their website (www.modchildcare.co.uk) for further information for parents and carers, full eligibility details and joining instructions. Alternatively you can telephone their Customer Services team on free phone: 0800 066 5075.

My ex-wife got rid of all my belongings when we split up, including my medals. How can I replace them?

You can contact Veterans UK on: 0808 1914 218, or their website address is: www.veterans-uk.info.

Do you have any information on the Continuity of Education Allowance (CEA)? Particularly the eligibility criteria and how to apply?

The Children's Education Advisory Service (CEAS) is the expert on all aspects of Service children's education. CEAS is an integral part of the Directorate of Children and Young People (DCYP) that has the lead for issues regarding Service children and young people on a worldwide, tri-Service basis. CEAS provides information, advice and support to Armed Forces personnel and their families about any issues relating to their child's education, including CEA.

Further information on the

rules and regulations on claiming CEA can be found in Joint Service Publication (JSP) 752. Serving personnel can find the latest version of the JSP on the Defence Intranet. CEAS can be contacted on: 01980 618 244 or you can e-mail: enquiries@ceas.uk.com.

I run a Facebook group for Service wives with children and am looking to set up meetings and coffee mornings etc. Are there any already set up? Can we get funding to achieve this?

The Royal Navy website details information on current activities in each area. Funding may be sought from Royal Navy charities or the Personnel Family Community Service. All details for the PFCS can be found at www.royalnavy.mod.uk under the 'Welfare' tab.

We live in Service Family Accommodation and our neighbour is causing anti-social behaviour that has been ongoing for two years. I would like advice on what to do?

Families can call the local police to inform them of the situation. You can also contact the base and ask for the Accommodation Facilities Officer to make them aware.

The NFF represents RN and RM families to the Chain of Command, Government and service providers. Your experiences form the basis of our discussions. Contact the NFF: 023 9265 4374 / admin@nff.org.uk / Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN.

Visit our website for news and information, and to sign up for our free, quarterly *Homeport* magazine and monthly e-update.



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ANZAC Day marked by veterans

ROCKINGHAM and District branch in Western Australia, had a good turn out of members, – around 40 in total – who paraded alongside their standard for the city's ANZAC Day parade (pictured above).

The event included a fly-past by two fast jet aircraft of the Royal Australian Air Force, and a rather slower Sopwith Camel, a World-War-1-vintage fighter which entered service some two years after Gallipoli.

Five sky divers carrying the RAN and RAAF ensigns, an Australian Army pennant and the national flags of New Zealand and Australia, made a dramatic and skilful entrance in a gusty wind, which earned the applause of the massive crowd of spectators of all ages, according to S/M Peter Hall, secretary of the branch.

Jutland memories

DID your relatives serve with the Royal Navy at the Battle of Jutland in 1916? If so, we are interested in their story.

The centenary of the clash between the British Grand Fleet and the German High Seas Fleet in the North Sea is the second of two milestone events today's Royal Navy is marking as part of the 100th anniversary of the Great War – the other was the campaign in Gallipoli, which was commemorated in April.

We are looking for first-hand accounts – letters, memoirs and photographs – from Royal Navy and Royal Marines personnel either from the preceding clashes or the battle itself.

Such accounts will help us and our colleagues in the RN media team cover all aspects of the engagement as part of the Senior Service's commemorations, including a supplement in *Navy News* next year.

If you are able to help, send your accounts to edit@navynews.co.uk or Battle of Jutland, Navy News, Mail Point 1-4, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY.

Kenya finale

THE HMS Kenya Association will hold its final Annual General Meeting in September as members have decided it is time to formally close down the group.

Association secretary S/M John Rickwood said that declining numbers made it difficult to sustain events and engagements, and the committee has now decided that the time has come to call a halt.

The final gathering will take

place at the Hallmark Hotel in Derby between Friday September 4 and Monday 7.

The laying-up of the ship's standard will take place at the Mayor of Derby's Chambers, or *in situ* where their Memorial Plaque is, on the Friday at 3pm.

All 'Kenyans' are invited to attend – book early, and do so through Isle of Wight Tours Ltd on 01983 405116 or 3 New Road, Lake, IOW PO36 9JN.

After Germany declared war on the United States at the end of 1941, the Atlantic coast quickly became a fruitful hunting ground for U-boats.

The US Navy was not equipped for anti-submarine warfare, and commercial losses in the first month of 1942 amounted to 35 ships.

In March 1942 the UK sent two dozen naval trawlers to patrol the waters off the Outer Banks – known as Torpedo Junction or Torpedo Alley.

Along with the gradual introduction of a coastal convoy system, and blackouts of shoreside communities and navigation marks, the introduction of the seasoned British submarine hunters went some way towards disrupting the Germans' 'turkey shoot'.

But these were still dangerous waters, as the men of HM Trawler Bedfordshire found out in early May 1942.

Built in Middlesbrough in 1935 as a conventional fishing trawler, Bedfordshire was taken up by the Admiralty on the eve of war, and converted to take a 4in gun, machine guns and depth charges.

After a stint around the coasts of the West Country, she was part of the RN Patrol Service group that sailed west to a new home at Morehead City in North Carolina.

Most of April and early May was spent patrolling, with some convoy escort duties and rescue work (both Allied and German sailors – U-85 fell victim to destroyer USS Roper on April 14 off Cape Hatteras with the loss of all 46 souls on board).

But on May 10 Bedfordshire and HMT St Loman were dispatched to look for a U-boat off Ocracoke Island.

But it was the U-boat – U-558, commanded by *Kapitänleutnant* Günther Krech – that found them late on the evening of May 10, firing torpedoes at St Loman.

She evaded the tinfish, as did Bedfordshire when she was first targeted, but a second attack in the early hours of May 11 resulted in a torpedo strike which sank Bedfordshire with all 37 hands.

It was reported that a 38th member of the ship's company had been detained by police in Morehead City (allegedly for drunken behaviour) before the trawler sailed, saving his life.

The first bodies washed ashore on Ocracoke Island, three days later, were found by a Coast Guardsman and identified as Sub Lt Thomas Cunningham RNVR, 27, and 24-year-old

place at the Hallmark Hotel in Derby between Friday September 4 and Monday 7.

The laying-up of the ship's standard will take place at the Mayor of Derby's Chambers, or *in situ* where their Memorial Plaque is, on the Friday at 3pm.

All 'Kenyans' are invited to attend – book early, and do so through Isle of Wight Tours Ltd on 01983 405116 or 3 New Road, Lake, IOW PO36 9JN.

Americans salute Bedfordshire dead



● Richard Eagles – originally from Brixton, but now living in Florida, points to one of the fallen Bedfordshire sailors from his home town

Picture: C. Leinbach/Ocracoke Observer

O/Tel Stanley Craig.

In a bitter twist of fate, the officer's body was draped in one of the British flags that he had supplied to the local Coast Guards just weeks earlier for use at the funerals of drowned British mariners.

The first two victims of the loss of the Bedfordshire were buried close to the cemetery in Ocracoke Village, as were two further (unidentified) bodies shortly after – the burial plot soon became known as the Ocracoke Island British Cemetery.

A week later a fifth (unidentified) British sailor's body was washed ashore on Hatteras Island; his remains went into a plot adjacent to a merchant sailor lost in the sinking of the armed British tanker San Delfino in early April.

This second 'British cemetery' is formally known as the Cape Hatteras Coast Guard Burial Ground.

A sixth Bedfordshire body, that of Seaman Alfred Dryden,

was found on the shore at Swan Quarter, North Carolina, in late May; he was buried in Creeds, Virginia, along with three men who died in the sinking of HMT Kingston Ceylonite in mid-June.

All such funerals were arranged by local citizens and the US Coast Guard, and the men buried with full military honours.

A perpetual lease for the tiny, secluded site at Ocracoke – a remote island which forms part of the Cape Hatteras National Seashore and is a magnet for tourists – was granted by the North Carolina State Property Office in 1976.

Both Ocracoke and Cape Hatteras cemeteries are immaculately maintained – the former by the US Coast Guard, the latter by the National Park Service.

Every year, on a day close to the anniversary of the loss of the Bedfordshire, members of the National Park Service, US Coast Guard, and Royal Navy join visitors and local citizens

to honour the memory of the victims of the U-boat campaign.

This year the main ceremony at Ocracoke took place on May 8 – VE Day – adding to the poignancy of the occasion.

The Royal Navy was represented by British Naval Attaché in Washington, Cdre Richard Allen, while the Royal Canadian Navy attaché was represented by Cdr David Trudeau – Canadians and Newfoundlanders also manned the armed trawlers off the American coast.

The sun shone during the main ceremony, which attracted a number of visitors to the island as well as local residents.

The US Coast Guard provided a pipe band and honour guard, while troops of Boy Scouts and Girl Scouts also paraded. School students took roles such as reading the names of those who died.

With thanks to S/M Fred Wooding, chairman of the HMS Belfast Association.

Tributes paid to lost Affray



● Members of the Submariners Association join relatives of the crew of HMS Affray at the memorial on Gosport waterfront

survived in a sunken boat that long.

In fact it was two months later, and some way from her assumed last position, that the submarine was found, in the Hurds Deep trench to the north of the Channel Islands.

Investigations failed to determine the cause of her loss, and the remains of the victims of the sinking remain entombed in her hull, nearly 90 metres deep on the rocky sea bed.

The memorial to HMS Affray was dedicated on the waterfront

at Gosport – near Affray's home base of HMS Dolphin – in 2013, complementing a similar installation on Alderney the previous year, marking the starting and ending points of Affray's last journey.

The monuments were commissioned by the HMS Affray Submarine Memorial Trust, whose secretary, Martin Allen, organised the event. His father served in the boat, but was drafted elsewhere before her final voyage.

Cemetery 'should be visited'

WITH the Gallipoli centenary commemorations still fresh in the mind, the Commonwealth War Graves Commission (CWGC) has highlighted another site in Turkey that should not be forgotten.

The Commission is urging more people to visit an historic cemetery in the heart of Istanbul – the final resting place of more than 6,000 Servicemen from the Crimean and two world wars.

Haidar Pasha Cemetery (the local spelling is Haydar Pasha) was first established at the suggestion of Florence Nightingale, whose hospital for Servicemen wounded during the Crimean War (1853-56), was in nearby Selimiye Barracks (Scutari).

For the first time, on April 23, the CWGC hosted a joint British, Commonwealth and German remembrance event at the cemetery, attended by representatives from the CWGC, the British Consulate in Istanbul and the *Volksbund Deutsche Kriegsgräberfürsorge* (German War Graves Commission).

Malcolm Ross, CWGC Mediterranean Area Manager, said: 'Haidar Pasha Cemetery is an extraordinary piece of commemorative history right at the heart of Istanbul, but it remains relatively unknown and unvisited.'

"The CWGC wants to change that, and we hope this event will be the spark to bring many more visitors to the cemetery."

"Some will come to pay tribute to a relative, some to pay tribute to soldiers who died for their country, others merely out of curiosity."

"But all who visit will depart the better for the experience – inspired by the young men who lie here, cared for and remembered by the CWGC in this special place."

Aspart of the commemorations, the CWGC also unveiled a new information panel at the site – among 500 that the Commission is installing as part of a drive to provide more information for the public during the centenary of World War 1.

Each panel carries information about the cemetery or memorial, and a QR code which, when scanned with a smartphone, reveals the personal stories of some of the casualties buried or commemorated at the location.

Well worth the wait

WE carried a letter from Keith Cloke in our February edition regarding the length of time his 90-year-old father Sidney had waited for his Ushakov Medal.

Happily for Sidney, things have moved rather more quickly in recent weeks.

According to Keith: "I am happy to say that Dad, myself and my brother Alan attended the Russian Embassy in London on April 20 where Dad was awarded his Ushakov medal – and we are so proud of him."

"What a great morning we had! The embassy staff were so attentive, and the speech by the Ambassador highlighted the genuine esteem they hold for the UK veterans and their service in those dark days."

"It was humbling to meet other veterans in attendance and our wish now is that all those still waiting will get their much deserved award as soon as possible."

"One gentleman said to me that he felt that it was his duty to attend and receive his award not only for himself but also in honour of those who never came home."

Seminar goes to the dog

MORE than 80 shipmates attended the latest Welfare Seminar, held in the WO & SR Mess in HMS Nelson.

Those gathered met a yellow Labrador and heard a wide range of speakers, including Mike Bailey (Veterans UK Welfare Service), Craig MacClellan (Veterans with Dogs) with Boo the Labrador, Alick Brown (SSAFA), Catherine Smith (Age Concern), Cameron Marsh (RMA TRiM Support), Peter Swan (RNHCPT), and Phil Shuttleworth (Combat Stress).

Feedback revealed that shipmates found the seminar enlightening, with the speakers targeting specific areas that impact upon RNA branches and their members' issues.

Finally, BZ to S/M Rita Lock for organising the event and attracting a 'top drawer' set of speakers – especially Boo, who did a star turn wandering around the audience showing off how clever she was.

HQ visitors

TWO World War 2 veterans were among the 27 visitors who signed up for the latest HQ Open Days date.

A number of branches sent members along – the main contingent came from Alesford – including S/M Les Nugent, who served in landing craft carrying Americans from Weymouth to Normandy on D-Day, and S/M Peter Reed, who served in HMS Cotillion during WW2.

Back to the beaches

FOR a few moments a small coastal town in Normandy came to a standstill as it welcomed three RN D-Day Veterans who returned to Arromanches, France, to parade their Normandy Veterans Association (NVA) Flag for the very last time.

Ted Emmings, 90, Bob Gale, 93, and Lewis Trinder, 90, stood proud, medals gleaming in the spring sun, as they paraded their Aldershot Branch NVA flag for the very last time at the civic gathering in the Arromanches Town Hall.

Handing their standard over to the Mayor of Arromanches, M Patrick Jardin, Ted Emmings – who crewed a landing craft at Gold Beach on D-Day – said it was a sad moment, "but the number of ageing Normandy veterans is dwindling, and it is now time to hand over this NVA standard for safekeeping, and the mayor and people of Arromanches are the appropriate recipients."

Ted, Bob and Lewis were all present on June 6 1944 when they and other Royal Navy colleagues played their part in the largest amphibious operation in history.

The Normandy Landings marked the opening of the second front against the Nazi regime, ultimately leading to the end of the war in Europe.

Lewis was on the radar plot in HMS Magpie, which was providing naval bombardment against German bunker positions on the D-Day beaches.

He was already a veteran of the Battle of the Atlantic, his ship being part of Capt Johnnie



● WO2 Baz Firth, Ted Emmings, Lewis Trinder and Bob Gale at Arromanches Town Hall

Walker's 2nd Support Group.

Meanwhile both Bob and Ted crewed landing craft taking Royal Marines and soldiers ashore while under heavy fire.

Bob 'Windy' Gale remembers kicking aside numerous explosive mines that were attached to beach obstacles in order to allow his landing craft and its troops to get to the beach – for which he was awarded the DSM.

Ted was coxswain of a landing craft which was carrying a platoon of 36 men from The Queen's Own Rifles of Canada and four naval crew as they approached Juno Beach on D-Day.

He had been instructed to use a large house on the seafront at Bernières-sur-Mer, and a bunker just to the left of it, as a mark.

As he neared the beach his landing craft hit an obstacle which detonated a mine attached to it, badly damaging the bow.

The damage was so bad that infantry and crewmen had to kick the ramp at the front of the craft in order to lower it, which attracted a considerable amount of attention from the enemy, particularly from the bunker.

Many of the men were cut down as they disembarked, and as the craft left the beach they

hit another mine, this time in the stern, which killed the stoker.

The craft drifted further out to sea then sank, and a passing landing craft picked up Ted and the surviving crew.

Since the end of the war all three men have regularly returned to Arromanches with the NVA, but with most Normandy veterans now in their 90s the NVA decided that last year's 70th anniversary would be the final official parade, marking the end of the Association.

Receiving their NVA standard on behalf of the people of Arromanches, M Jardin said "the

people of Normandy, France and the free world would forever remain indebted to Ted, Bob and Lewis for the courage and sacrifice that they, and many others, made on June 6 1944."

He added that he considered all Normandy veterans as citizens of Arromanches and was proud to accept their standard, which would have pride of place in the town hall.

The veterans' journey to lay their standard was made possible through the tireless efforts of Lorie Coffey, the driving force behind Project 71.

Its aim is to raise sufficient funds to take ten veterans back to Normandy this month.

With a lot of the veterans being unable to attend the 70th celebrations due to ill health and prohibitive costs, Project 71 was set up to ensure they can return to Normandy and go where they want to.

In addition to this month's event Project 71 part-funded the trip to Arromanches to lay up the standard, providing the cars and drivers at no cost to the veterans.

Also there was WO2 Baz Firth, of RNAS Yeovilton, who has been working with Lorie since 2013.

"Project 71 will ensure that the memory and endeavours of those who fought on D-Day and subsequent Normandy campaign are kept alive for many generations to come," said WO Firth.

"To join Ted, Bob and Lewis today here in Arromanches is a huge privilege and honour for me – what these and the other veterans did during those difficult days is simply incredible."

■ www.project71.co.uk

£50 PRIZE PUZZLE



THE mystery destroyer in our April edition (right) was HMS Defender, which was originally going to be named Dogstar.

The winning answer was provided by R Mitchell, of HMS Excellent in Portsmouth.

This month's ship (above) was a small fleet tanker, launched on the Tyne in late 1969, which went on to serve in the RFA for more than 20 years.

She supported Royal Navy warships involved in the Cod Wars off Iceland.

Further afield, on an international royal tour, she suffered an engine room fire that resulted in her being towed into port by the Royal Yacht.

(1) What was her name, and (2) under what name does she serve in the Portuguese Navy now?

We have removed her name and pennant number from the picture.



Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner. The closing date for entries is July 13.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 244

Name

Address

My answers: (1).....

(2).....

Arctic convoy veterans feted

EIGHT Northern Ireland veterans of the Arctic convoys – one of the most gruelling naval operations of World War 2 – have been feted and toasted in traditional Royal Naval style at HMS Hibernia, the headquarters of the Royal Naval Reserve.

The veterans (right) and their families were recipients of the Arctic Star medal issued in 2013.

Across Northern Ireland 22 veterans received medals, with a further 86 being collected by family members of veterans.

The veterans had served on the Arctic convoys which sailed from the UK and Iceland to northern ports in the Soviet Union, facing not only the horrendous conditions of the Atlantic and Arctic Oceans but also the constant threat from U-boats and enemy aircraft.

More than four million tonnes of tanks, fighter planes, munitions, food and raw material were delivered at a high cost – thousands of Allied lives as well as the sinking of 104 merchant ships and 16 military ships.

Despite huge waves ripping off armoured plating from the ships, the risk of capsizing from ice-up superstructures and the constant cold, fog and ice floes on every journey, the convoys managed to get 93 per cent of cargo safely delivered.

One of the most noted NI men to serve was Lord Gerry Fitt, who was with the Merchant Navy between 1941 and 1953, witnessing several sinkings whilst taking part in the Arctic convoys.

Lord Fitt said: "I was a stoker in the engine rooms of an oil tanker on the Arctic convoys.

"We used to pray for bad weather to keep the German aircraft and submarines away from us."

Historians estimate that up to 95,000 people took part in Arctic convoys transporting millions of tonnes of military equipment



Picture: Sgt Ross Fernie

and raw materials to the Soviet Union.

Many of these men came from Northern Ireland, which had well-established links with the Scottish shipping industry, but

there were also men from the Republic on the convoys.

Although the convoys originating from the UK sailed from Loch Ewe, or directly from Liverpool, a significant number

of the escort vessels came from ships based on the River Foyle.

Naval establishments at Lisahally and Londonderry made the Foyle the main base for all naval operations covering the Western Approaches, and the area became the centre for anti-submarine operations during the war.

The naval base was vital to the protection of Atlantic convoys and, at one time, 140 Allied escort ships were based on the Foyle.

The Service population of the city of Londonderry exceeded the pre-war civilian population with over 20,000 Royal Navy personnel, some 10,000 Canadians and Newfoundlanders, over 6,000 Americans and men from many of the occupied nations, along with soldiers and airmen defending the area.

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● Lt Steve Currie

On top of the world

A Training Assurance Officer within the Defence College of Technical Training's Royal Naval Air Engineering and Survival Equipment School (RNAESS), HMS Sultan is celebrating becoming a world beater within Quality Management Systems (QMS).

Lt Steve Currie, who completed the QMS Lead Auditor Training Course, was overwhelmed to learn that he had achieved the highest score recorded that month throughout the world by training provider Batalas Ltd.

With the exam pass mark set at 63 points out of a possible 90, he achieved an exceptional 88 points out of 90.

To recognise the outstanding achievement Richard Gravestocks, Managing Director of Batalas Ltd, visited HMS Sultan in order to present Lt Currie with a special award.

Lt Currie said: "Receiving the award is pretty surreal as I wouldn't consider myself a quality control expert yet, however the training has essentially put me well on my way."

Mind over platter for Navy slimmers

CHEF instructors based at HMS Raleigh resisted the culinary temptations of their students to lose a massive 74 kilos between them – the equivalent of 296 blocks of butter.

The eight Royal Navy and civilian instructors, who work at the Defence Maritime Logistics School, embarked on their diet and fitness plans under the tutelage of LC Jim Cox.

He said: "After Christmas leave I thought some of the staff at the school were not in the best form and it was time for them to lose a bit of weight."

"They've been using self motivation and will-power. They came up with their own training plans and I've been holding a weigh-in every two weeks. There's been great camaraderie amongst everyone and they all wanted to see each other do well. It's been brilliant."

Alcohol, chocolate, fried food, bread, sweets and crisps were all banned. Each participant paid £10 to enter and had three wild cards throughout the period when they could indulge in the banned food.

WO1 'Chaz' Talbot, who is in charge of the school, lost a total of 16.9 kilos – 13 per cent of his body weight.

He said: "It's been really hard for all of us and that's why I'm



● The slimmer chef instructors with LC Jim Cox, front, and WO1 Talbot, front right

Picture: Dave Sherfield

so proud of what we've achieved.

"There's temptation here all the time. Our students produce breakfast, lunch and evening meal as part of their training, plus there are snacks flying around all day."

"The advancement classes push food out to a very high standard also. The galleys they use are right outside my office and they always offer what they've cooked to me first, so I've had to be really disciplined."

"It's been good because we've been competing against each other, which has helped give us the motivation."

"We've not wanted to look stupid when we have our weigh-ins by putting weight on."

For one there was an added incentive to lose weight. LC Sharon Rayment is due to get married in August. She lost 10.2 kilos, 10 per cent of her body weight.

LC Rayment said: "Thinking

about my wedding to a Royal Marine Commando has given me a real incentive. It has been excellent to share this experience with my colleagues and provided some real entertainment on each weigh-in day."

The 'Fat Club' will continue in the new term, but to mark their achievements so far, the instructors have decided to treat themselves to a slap-up meal – paid for by the winner, WO1 Talbot.

Exploits entertain deeps

THE legendary exploits of one of the Submarine Service's most decorated World War 1 veterans regaled the annual Submariners' Dinner at HMNB Clyde.

Duncan Dunbar-Nasmith was guest of honour at the dinner in the Senior Rates' Mess, hosted by Cdre Mike Walliker, Commander Faslane Flotilla.

The Rothes-based businessman is the grandson of Admiral Sir Martin Dunbar-Nasmith VC KCB KCMG, one of the first submariners to win the Victoria Cross for his efforts during the Gallipoli campaign.

Faslane is the home of the UK Submarine Service and base-port for the Royal Navy's fleet of Vanguard-class and Astute-class boats. Each year, the dinner is held as a celebration of over 100 years of submarine operations.

Mr Dunbar-Nasmith said: "I'm no stranger to Faslane, as around twice a year I deliver a short talk to those attending the Perisher Course, where I'm always happy to discuss my grandfather."

"The centenary of submarine operations in WW1 is important because he played such a pivotal role. In the whole Gallipoli campaign there were a total of 252 vessels destroyed and my grandfather was responsible for about 40 per cent of those in the E-11. For this valour, he was awarded the Victoria Cross."

He added: "My grandfather would be hugely impressed at the sophistication and capability of the modern fleet of submarines. He was very much an innovator back then, as they had to make it up as they went along."

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Knockout way to help sick children

PTIs from HMS Sultan visited Queen Alexandra Hospital Children's Ward in Portsmouth to donate funds raised through an afternoon of Easter-themed challenges.

More than £183 was raised by the teams who took part in a number of It's a Knockout-style activities, including rabbit runs, an egg drop and an Easter chocolate challenge. Points were awarded for each task with scores accumulated throughout the competition.

For additional points, a final bonus challenge was set for a nominated member of each team to consume a whole carrot in the quickest time possible, with the establishment's Dental Centre staff, who also won a prize for their co-ordinated fancy dress, showing everyone else how it should be done.

After the event CPOPT Nick Kent and LPT Charlotte Mason presented the ward with a cheque towards the Portsmouth Hospital's charity, Paediatrics Fund.

Nick said: "It was great to see so many personnel from across the establishment involved in the competition. Charlotte deserves a lot of credit for co-ordinating the event so that we were able to present the ward with this donation, hopefully it will go a little way towards supporting the children who are patients here."

Receiving the cheque on behalf of the Shipwreck Children's Ward, play specialist Anne Ricketts said: "We are very lucky that establishments such as Sultan and Collingwood are very supportive in giving us regular donations.

"We regularly need to refurbish all the toys here as they get worn out quickly, especially the boxed games and cards that get used a lot as something the children can do with their parents."

COs mark 25 years

EIGHT commanding officers from HMS Lancaster gathered on the ship to mark the 25th anniversary of her launch.

The ship's current CO Cdr Peter Laughton said: "It really was a genuine honour and a huge privilege to host the former commanding officers of HMS Lancaster.

"Our berth at Victory Jetty provided a stunning backdrop to what was a thoroughly enjoyable and memorable evening."

The seven former COs who attended were: Adm Ben Key, Cdre John Welch, Cdre James Morley, Cdre Nick Harland, Cdre Paul Chivers, Cdr Steve Moorhouse and Cdr Richard Buckland.



● PO Tristan Lethaby, left, with fellow scuba divers from HMS Bulwark reading Navy News while diving in Greece

Diving in to their favourite read

A GROUP of scuba divers from HMS Bulwark keep up to date with the Royal Navy by reading their favourite newspaper.

Led by PO (WE-CIS) Tristan Lethaby, the team from the Fleet Flagship made sure they had plenty to read while diving in Greece.

PO Lethaby, pictured right, explains the thrill of scuba diving.

"Scuba diving for me started in Bovisand Bay in Plymouth. Fort Bovisand overlooking the bay was built in 1845 to defend Plymouth Sound. A short swim from the shore descending to a depth of approx 15 metres I used to often see a seabed with concreted cannonballs fired from the fort and Staddon Heights. I was hooked on diving.

Twelve years, and more than 400 dives later, I returned to Fort Bovisand and completed an Open Water Scuba Diving Instructors course with the JSSADC (Joint Services Sub Aqua Dive Centre). I still remember those first dives uncovering the history of Plymouth like it was yesterday. It's memories like that that have kept me hooked on diving.

Because, no matter how many times you dip beneath the waves, you never know what you're going to see. Or when you'll see it.

Another special site I regularly dive is the wreck of HMS Coronation. She sank in 1691



in Whitsand Bay very close to Rame Head in Plymouth. I am a member of an archaeology team and we continue to investigate the circumstances of her wrecking and find new artefacts to this day. This site is protected and we dive it with a special licence from English Heritage.

The sheer amount of wildlife under our waters is incredible. I've seen hundreds of crabs crawling across the sea floor just off Portland, dived on the M2 submarine, I've swam alongside turtles in Muscat, regularly diving for fresh scallops and lobsters for barbecues.

But it's not just the creatures that fascinate me. For our oceans – both close to home and further afield – have many other wonders to show us. Fascinating shipwrecks. Caves like cathedrals and stalactites 30 metres long. It's endless.

Diving in British waters has its own special charms. It's challenging, because of the cold, tides and lack of visibility. I learned the hard way, diving on shipwrecks from WW2 in the Channel, and wrecks in the Isles of Scilly from the fleet of Admiral Sir Cloudesley Shovell.

A large number of warships were wrecked there in 1707, including his flagship HMS Association. Often referred to as one of the greatest maritime disasters in British history, it led to the Longitude Act being established to allow a more accurate calculation of longitude.

The thrill of descending to a wreck, and then seeing it loom out of the blackness is unsurpassable. At first everything looks grey and dull, then you shine a torch on the barnacles and anemones that have grown on the massive hulk over the years and they light up – pinks, greens, yellows – like an underwater rainbow.

Who wouldn't want to weave around the Bedford trucks and Enfield motorbikes that remain in the holds of SS Thistleborm? She was sunk by the Nazis in 1941 off Egypt and remains largely intact.

It's the sheer majesty and serenity of the ocean that appeals to me. The moment you leap off the boat, you're submerged into a different world, an utterly silent, often eerie world, with no idea what you're going to find.

The deeper you go, the more you leave your cares behind. All that matters is you and your dive buddy.

Then afterwards, back at home in the garden with a BBQ going with fresh scallops and lobster tails, swapping stories of what you've seen from your ringside seat in the world's biggest aquarium. And also, what you haven't. For it's that which spurs you on. There's so much I haven't seen yet.

This is what makes scuba diving special for me, and on deployments I always try to introduce as many members of the ship's company to diving as possible.

During the Cougar deployment in 2014 I organized a number of scuba diving opportunities for the ship's company. In total 76 personnel dived, carrying out a total of 183 dives and 14 of them completed a PADI open water course in Muscat.

Long after the dive the memories remain and nobody ever forgets the first time they were able to breathe underwater.

From old bottles, cannonballs to gold pocket watches, musket balls and shoe buckles, I have a small collection of gizzits from the seabed from all over the world to tell tales to my daughter for years to come."

■ If you are interested in learning to dive visit the JSSADC website at <http://www.jssadc.org/>



● ET Ryan Bleakley

Awards for two of best

TWO members of HMS Astute's boat's company have been recognised by the Worshipful Livery Company of Wales for their consistently high standards within their trade branches.

ET Ryan Bleakley and AB Michael Ward were both awarded £250 and treated to a formal dinner in Cardiff hosted by the Worshipful Company.

The Worshipful Livery Company of Wales is a charitable organisation designed to encourage and support young people driving to achieve success in their individual vocational specialisations.

ET Bleakley was nominated owing to his high engineering standards, his contribution towards the maintenance of Sonar 2076 Towed Array systems and his positive attitude whilst onboard.

AB Ward was chosen because of the consistently strong work ethic he has shown throughout his entire time on Astute and the notable leadership he provides among his peers.

ET Bleakley earned his dolphins onboard Astute during spring 2013. Once qualified, he started working in the weapon stowage compartment. He then began to develop his knowledge by working with the sonar technicians.

ET Bleakley has played an active role outside of his trade by organising the Astute Christmas dinner. In addition, he manages the boat's football team, which trains regularly and represents the Royal Navy against local Service and civilian teams whilst alongside in foreign ports.

AB Ward joined the Royal Navy in 2008, earning his dolphins onboard HMS Victorious during his first deterrent patrol.

Having completed several subsequent patrols, he decided to join the Astute-class fleet in 2011.

AB Ward has proven capability beyond his years and experience, particularly during HMS Astute's first OST. He was specifically mentioned by the sea training staff for exceptional performance.

He has shown throughout the 2014 deployment that his great work ethic is a valuable asset to the tactical systems department having a direct positive impact of the capability of the submarine.



● AB Michael Ward



● Welcome aboard son – WO2 George Boardman welcomes son AB(D) Liam Boardman aboard HMS Richmond during the ship's stopover in Souda Bay, Crete. Liam, 28, is a member of Southern Diving Unit 2 and went aboard for routine maintenance of the ship's chilled water plant, which required divers to put blanking plates on the ship's hull

Proud parents

TWO RAF police officers watched on with pride as their children passed out from HMS Raleigh.

Flt Sgt Jason Trevor saw son Joe pass out. Joe will carry out his phase two training as a weapons engineer at HMS Collingwood.

Sgt Tim Puttick saw his daughter Thea pass out. She is completing her phase two training as a meteorologist at HMS Drake.

The four of them are pictured right at HMS Raleigh in Cornwall



Life saved at railway crossing

ONE Tuesday evening, whilst practising for the National Drill Competition (*see opposite*) at Ardrossan unit, OIC CPO (SCC) John Macdonald was waiting for two cadets to turn up.

John and Civilian Instructor Ryan Kean, an RFA Officer Cadet, were aware that they were just on the other side of the railway barriers with their parents.

After waiting a few moments they had not appeared, so John and Ryan went to find what was causing the delay.

They were informed that a young man had been hit by a train and some people thought he had been killed.

John and Ryan immediately went to the man, as no one appeared to be tending to him, and they saw that he had lost his left leg above the knee.

"We managed to get a first aid kit and towels to stem the flow of blood," said John.

"Ryan was the main first aider, in conjunction with parents John and Yvonne Gribben.

"Ryan and John applied a tourniquet using a belt, with Yvonne standing by to do CPR if required.

"Paramedics, police and the Fire Service came afterwards, with paramedics taking over with our assistance.

"We were made aware that he lost four pints of blood and the action taken by us saved his life.

"We were contacted a few days later by his sister to thank us for saving her brother and her mother's son.

"Skills learnt through the Corps helped in this case."

First aid skills recognised

AC HENRY Clark from Barnsley unit joined young people from across the UK for the St John Ambulance Young Achievers Reception at St James's Palace.

Each youngster was introduced to the Princess Royal, Commandant in Chief (Youth) for St John Ambulance, who welcomed them and recognised them for their achievements.

15-year-old Henry was invited to attend after he administered CPR to a stranger after the man suffered a heart attack at the wheel of his car in October 2014.

The teenager, then aged 14, continued with CPR until paramedics arrived to take over.

Henry said: "It was very exciting meeting Princess Anne, and being able to visit St James's Palace."

Training boost for Milford Haven unit

MILFORD Haven unit received a welcome boost from two local organisations in Wales.

The unit was the beneficiary of two business community funds, allowing them to expand the range of training assets and equipment available to cadets.

Milford Haven will buy a Rigidflex 360 boat, including a trailer and outboard engine, with the funding, allowing them to improve the boatwork they can offer to Sea and Royal Marines Cadets.

This will include waterborne qualifications and accredited training in sailing, powerboat and windsurfing with the Royal Yachting Association (RYA).

The new safety boat and equipment will be paid for by South Hook LNG and the Port of Milford Haven.

Over the years, Rigidflex boats have established themselves as the recognised industry standard for small and safe vessels.

The advantage of a Rigidflex boat is its sustainability because of its toughness and durability, meaning maintenance costs will be minimised for the unit.

Anna Malloy, Public Relations and Communications Manager



● Anna Malloy, of the Port of Milford Haven, and Frank Thomas, of South Hook LNG, with cadets from Milford Haven unit

at the Port of Milford Haven, said: "We are happy to support the cadets so that they can provide young people with a wide range of activities that teach them both practical and social skills.

"I look forward to seeing their new boat being used on the Milford Haven waterway."

Shipping & Planning Superintendent at South Hook LNG Terminal, Frank Thomas, said: "South Hook

Race to the capital

AFTER several months of training and preparation which started way back in 2014, one of the world's longest canoe races – the Devizes to Westminster International – finally came to an end for two Leading Cadets, Marland and Elliott from Shirley unit (*right*).

Over the Easter holiday they covered a distance of 125 miles and navigated a total of 76 locks.

It started on the Kennet and Avon Canal in Devizes and finished with competitors paddling down the Thames in Central London to Westminster.

Despite experiencing all four seasons in as many days, stomach upsets, hypothermia, cramp, being dive-bombed by geese, attacked by swans, and enduring late nights and early mornings, they both came through to finish the journey in a very respectable time of 25h 51m.

Each day, following a gruelling paddling session, the cadets then had to pitch their tent and cook



their own meals before they could get some rest and finally sleep.

In the morning they reversed the process by cooking their own breakfast and packing everything away before setting off on another day's paddling.

They were supported by a crew of five, feeding and watering them at more than 30 points along the way.

The team were grateful to Solihull Canoe Club for their

help and support along the way, the Webber family for travelling down on Friday to give moral support, and last but not least team manager Phil Higley for his help, training and guidance along the whole experience.

Donations can still be made at www.mydonate.bt.com/charities/shirleyseacadets, which raises funds for the unit and a charity called the Get Ahead Charitable Trust.

LNG is pleased to be providing support that brings additional safety measures to the valuable training given by Milford Haven Sea Cadets and Royal Marines Cadets."

Lt (SCC) William Elliott RNR, RYA Training Centre Principal for Milford Haven, said: "The collaboration between the two community funds shows how powerfully they wish to support local causes.

"This support has allowed us to improve our safety boat capabilities and modernise our training for the young people.

"A huge thank you to both the Port of Milford Haven and South Hook LNG for their continuing support and generosity."

Royal duties

SEVEN Sea Cadets from Northants & Leicester District took part in King Richard III's reburial at Leicester Cathedral – one that was more fit for a king, and watched by thousands of people around the world.

The service was conducted by the Archbishop of Canterbury and attended by many important people, including the Countess of Wessex, the Duke and Duchess of Gloucester, and families whose ancestors were involved in the War of the Roses.

One of the lucky cadets selected



Down time for Bradford

CHAPLAIN Jon Howard led a team of nine cadets from Bradford unit in the Lord Mayor's Appeal sponsored abseil (*above*), raising over £700 for the charity initiative.

Six Royal Marines Cadets and two Juniors, along with the Chaplain, abseiled off the council's Jacob's Well building – a drop of 60 metres – on a sunny but blustery day, watched by staff and parents.

This is the third year that the unit has fielded a team – and they have already signed up a team for next year.

The cadets taking part were LCpl Joshua Armitage, MC1 William Armitage, MC Tyler Fieldhouse, MC1 Joshua Hodgson, LCpl Christopher Miles, MC Matthew Stalley, JC Scarlet Eyres, JC Claudio Palma, JC Kirsty Ratcliffe.

to attend was POC Kieran, who said: "We led a procession that marched through the streets into Leicester Cathedral.

"I was honoured to receive an invitation in my final year of being a Sea Cadet – as someone who appreciates the importance of ceremonial occasions, this was close to my heart."

The remains of the king, who died at the Battle of Bosworth Field in 1485, were discovered under a council car park – once the site of a priory church – during an excavation in 2012.

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● **Capt Phil Russell**

Engineer is new Captain

THE Corps has welcomed a new **Captain of the Sea Cadets** in the form of Capt Phil Russell, who joined from the Commercial Supported Shipping team at MOD Abbey Wood in Bristol.

Every few years, the Corps chooses a new Captain Sea Cadets, who is their Director of Operations, and uses their experience to provide an important link between Sea Cadets and the Royal Navy.

The role involves attending events, supporting cadets and units' achievements, and presenting awards at ceremonies.

Capt Russell steps into the shoes of Capt Jonathan Holloway, who leaves the charity on retirement from the Royal Navy.

Capt Russell was the Chief Engineer for hydrographic and patrol vessels and managed a team overseeing routine engineering support and repairs.

The new man has previous experience with the Cadet Forces.

Some 20 years ago he was serving in Type 42 destroyer HMS Gloucester as Deputy Marine Engineer Officer and was liaison for the local Sea Cadet unit, which he said "was very inspirational."

And in 2005 he took a break from engineering to join Directorate Reserve Forces and Cadets, where he was responsible for the MOD cadet policy to expand the presence of cadet forces in state schools.

Capt Russell went on to qualify in Naval Architecture, and he achieved a Masters degree in Defense Studies.

Capt Holloway formally handed on the baton to his successor at a Change of Command ceremony at HMS Raleigh, where the Corps' National Drill and Piping Championships (see above right) were being staged.

On joining the charity, Capt Russell said: "I am delighted to be joining the Sea Cadets as their new captain."

"I'm excited to get into the job and looking forward to meeting as many teams across the country during my first weeks in post. The job is considered to be a very important appointment by the Royal Navy, and it is my great privilege to be joining."

Outside the Navy, Capt Russell enjoys archery and walking. He has an avid interest in 19th Century history, particularly Victorian engineering.

He lives in the West Country and has two grown-up sons.

Drill at the double

PENZANCE unit saw off a stiff challenge at the Sea Cadet National Drill and Piping competition at HMS Raleigh to retain their title as champions.

The nine cadets, representing South West Area, entered the unarmed discipline to compete against teams representing the other areas of the UK.

Having won last year, the Penzance cadets were determined to hold on to their title – something no unit has achieved since 2006.

Rival teams put on impressive displays, and gave the Cornish cadets an anxious wait – they went second-to-last – for the results.

On completion of all displays, and with the marks counted, Penzance (trained by PO (SCC) Matthew Bird and Alexander Rodger) were crowned champions, beating second-placed Lincoln unit by five points – an impressive lead at this high a level of drill.

They also won Best Arena Display for combining difficult movements and tricky orders.

The unit has thanked Pam Goss of Helston Dry Cleaning Services, who worked especially hard on making sure their uniform was of the highest



● **The winning Portsmouth Colour Party squad in action at HMS Raleigh during the National Drill and Piping championships**

standard, and to HairForce 1 of Penzance, for top-quality haircuts.

Thanks were also extended to the parents and supporters who made the journey to Torpoint to watch the displays – and for the welcome home.

Results:
Overall Winning Area:
South West

Unarmed category
Unarmed best arena display:

Penzance unit (South West Area)

Squad commander:
LC Kenny (Eastern Area)

Overall best unarmed squad:
Penzance unit (South West Area)

Armed category
Best arena display:

Northampton (Eastern Area)

Guard commander:
POC Alex (South West Area)

Overall best armed guard:
Northampton (Eastern Area)

Royal Marines Cadets category
Best arena display:

Walsall Detachment (Troop 1, Alpha Coy)

Best guard commander:
Cpl Reanter (Alpha Coy)

Overall best RMC guard:
Walsall Detachment (Troop 1, Alpha Coy)

Continuity Drill:
Best continuity drill:

Wales North District (North West Area)

Colour Party
Best Colour party:

Portsmouth (Southern Area)

Piping
Dressed:

Sheppey (Southern Area)

Individual:
POC Shaun (Southern Area)

Team:
Sheppey (Southern Area).

Gallipoli remembered

TWO Sea Cadets flew to Turkey to join the First Sea Lord to commemorate the 100th anniversary of Gallipoli.

Cdt Sgt Georgina from Sussex District and POC Craig from London Southern District had an important ceremonial role to fulfil, passing a wreath to First Sea Lord Admiral Sir George Zambellas at the commemorations at Cape Helles Memorial Site.

The Prince of Wales and Prince Harry, as well as leaders from Australia, New Zealand and Turkey, also attended the ceremonies.

The weekend of events marked the centenary of the doomed landings by British, French and Australian/New Zealand (ANZAC) troops on the beaches of the Gallipoli peninsula.

The attacks were designed to allow a direct assault on Constantinople, thereby knocking the Ottoman empire out of the war – but after eight months of attritional fighting the Allied invasion force were obliged to withdraw.

● **Cdt Sgt Georgina and POC Craig look back at HMS Bulwark off the Gallipoli peninsula**



Tonbridge CCF RN mark anniversary



TONBRIDGE School in Kent has long been associated with cadet forces – it was one of eight schools that responded to a government call in 1860 to form an Officer Training Corps because of deteriorating relationships with France.

In its long history, the cadet force has seen alumni fight in all conflicts, generated several VCs, and in particular saw many of its young men in action in the skies of Kent during the Battle of Britain.

In 1965 the CCF RN section was born, and to celebrate the anniversary the Biennial Inspection was expanded to include events with a very Naval focus (left).

The inspecting officer was Capt Richard Thomas RN, Deputy Commander Regional Forces.

Alongside events and displays by the CCF, the school was also treated to a visit by a Sea King from RNAS Culdrose, providing air experience flights in the morning (flying over the Bough Beech, reservoir, where the RN section was showing off its boatwork and the Royal Marines their Zodiac RIBs), becoming a popular static display in the afternoon.

The Royal Marines wowed spectators with their unarmed combat display, and also provided a portable climbing wall.

An RN Volunteer Band provided a marching display, including *Sunset*, at the end of the afternoon, and a gala dinner in the evening was attended by more than 200 people, including former cadets.



Matthew is off to Africa

A ROYAL Marines Cadet from Rugby unit has won a coveted place on an expedition to Africa.

L/Cpl Matthew Hewish (above) is announced as one of nine finalists for the CVQO Duke of Westminster Award.

The Warwickshire District cadet will join eight other young people from the Army Cadets, the Air Training Corps and the CCF on a two-week educational expedition to South Africa in July.

And before they set out, one of them will be crowned the overall winner at a lunch in the House of Lords on June 30.

The trip to South Africa will include a battlefield tour, working at a schools project, a safari and an environmental awareness programme.

The CVQO Duke of Westminster Award is designed to find and recognise the best of the CVQO BTEC cadets across the UK.

Sweet reward

CADETS from Royal Wootton Bassett unit went without chocolate and donated their stand-easy money to put towards the centenary poppy appeal.

They recently received one of the 800,000 poppies from the Tower of London display, entitled *Blood Swept Lands and Seas of Red*, which can now be viewed in the unit trophy cabinet.

This was part of the Junior Section centenary of World War 1 project organised by CI Becky Fair and will include a visit, in the summer, to the National Arboretum to lay a wreath.

Top marks

THE Officer's Selection Board (OSB) trophy for 2014 has been awarded to A/Sub Lt (SCC) Natalie Davies RNR, from Scarborough unit.

Natalie was presented with her award by Vice Admiral Bob Cooling, former Assistant Chief of Naval Staff.

The trophy, originally donated by the Worshipful Company of Management Consultants, is awarded to the Corps officer who achieves the highest marks on the national Officers' Selection Board.

Cycle Ryde

SIX Ryde Sea Cadets and two Royal Marines Cadets helped Ryde Council and members of the public clear a park to make way for a new cycle path.

Cadets put on their gardening gloves and got stuck in with the community – and raised nearly £200 for their unit.

One of the cadets said: "The money isn't what made the day successful – it's the memories, experiences and sheer good intentions that made this fundraising event successful."

It's all go on the Mighty O

TUGS help manoeuvre Britain's biggest warship into place at Greenwich as HMS Ocean pays her first visit to the capital since helping to safeguard the 2012 Olympics.

But we're not interested in London – even though it does make a jolly nice image (courtesy of *PO(Phot) Owen Cooban*) and where Ocean hosted various high-profile events, not least the RN's annual photographic awards (see pages 8-9).

No, we're more interested in Sunderland, also not seen by the helicopter carrier since the year of the Olympiad.

Ocean has been affiliated with the Wearside city for 11 years, but the small matter of a massive refit following the 2012 Games, then work-up, last year's Cougar exercise in the Med, a rededication in the presence of the Queen, and Joint Warrior kept her away from the North East until the beginning of last month.

City-centre shoppers paused to applaud some 300 of Ocean's sailors and Royal Marines – led by the Band of HM Royal Marines Scotland – as they exercised their freedom of the city.

"To be permitted to exercise the right to march through the streets of this great city is a singular honour. To then receive such a warm and enthusiastic welcome during the parade makes it all the more worthwhile," Ocean's CO Capt Tim Henry said at the end of the march.

"Sunderland has made us all feel as if we have come home and this is a testament to the strong links between the city of Sunderland and HMS Ocean."

His men and women took part in a variety

of events during the four-day visit: a reception for local dignitaries and guests including the mayor and mayoress and Lord Lieutenant; a demonstration by 9 Assault Squadron RM who co-ordinated the rescue of a damsel in distress; a Ceremonial Sunset on the flight deck; and hosting thousands of 'Mackems' when they opened their gangway and allowed the public a lookaround.

Before visiting the home of the Black Cats (Sunderland AFC for non-football fans), the ship was playing with Wildcats – the Fleet Air Arm's successor to the trusty Lynx – which joined Ocean as part of her Tailored Air Group for Joint Warrior off the north-west coast of Scotland.

That TAG also included Army Apache gunships, RN Merlins and RAF Chinooks. Together with the green berets of 45 Commando and the staff of the Commander Amphibious Task Group, the fortnight-long war game was the most comprehensive work-out for Ocean since emerging from her refit 12 months ago; the extra personnel on board doubled the normal ship's company.

The ship was tested in all of its roles: gunnery off Cape Wrath, where the Apache's loosed Hellfire missiles; amphibious assaults involving Royal and Dutch Marines and Belgian commandos, as well as proving the ship's sensors and communications systems for the embarked headquarters.

In addition, she has recently been equipped with the communications and computer systems which will enable her to operate as both the Fleet's and as a NATO flagship and Joint Warrior was the first test of the new kit.



BETWEEN 1818 and 1821 Captain Second rank Bellingshausen of the Imperial Russian Navy led a two ship expedition to the Antarctic.

The story of this important piece of both naval and geographical history has become confused over the years and it has fallen to Rip Bulkeley an Oxford-based author to put the record straight, writes Prof Eric Grove.

I got to know Rip some years ago when he was working on the Cold War nuclear arms race and the weaponisation of space.

He remains a member of British Pugwash, the organisation that critically examines defence matters from a scientific perspective but he has other serious interests, notably in polar exploration.

He has written on the subject and as well as being a member of the Hakluyt Society, he is one of the History Expert Group of the Scientific Committee on Antarctic Research of the International Council For Science.

His book, published last year, is a model of its type. It is based around excellently-translated original documents, with an extended commentary that explains their provenance as well as their strengths and weaknesses as historical sources. He also thoroughly analyses the geopolitical background, the navigational techniques of the period and the logistical support of the ships.

The critical methodological analysis is an absolute model of its type and the book could well be used as a text for students on the use of historical sources of various kinds.

The author's knowledge is considerable and as well as the expedition itself, the book sheds much interesting light on the Imperial Russian Navy and the background of its officers and men. As his name suggests, Bellingshausen came from Baltic German stock, a not uncommon profile for the Tsar's naval officers.

The body of the book consists of Bellingshausen's official reports and letters to the Admiralty in St Petersburg, both

for his first and second 'seasons' of exploration.

There then follows an account by a remarkably literate Able Seaman which, as Rip says, is 'a mine of information about the voyage, especially on shipkeeping matters like the rate of leaks and damage to sails, or minor events like gratuities and awards of bounty.'

Next comes the journal of the expedition's astronomer Semonov followed by letters written by the commanding officer of the second ship, the converted cargo ship Mirnyi, the later Admiral Lazarev, after whom a number of Russian warships have been named following his distinguished subsequent career. Finally comes a useful newspaper article based on interviews with the expedition's personnel.

Taken all together a remarkably full, vivid and interesting account of the voyages emerges.

It is by far the most reliable account of the expedition available in English, given the weaknesses of the published sources including the translation of Bellingshausen's own account.

In a final chapter, entitled 'Future Research', the author calls for a new and revised scholarly edition of Bellingshausen's own work *Two Seasons* and its accompanying Atlas.

There are even hopes that the explorer's own journal and notebooks might appear, although the necessary archival searches are less likely now given the current state of Russia and our relations with it.

The author was lucky that his work coincided with the brief open window of access to Russian archives, now largely closed thanks to Mr Putin and his reversion to Russian autocracy. One possible source is however in Tallinn, Estonia's capital and still an outpost of

democracy in a hostile East.

The author lists the expedition's achievements:

- the first survey of the south west coast of South Georgia;
- the discovery of the islands named after the Head of the Russian Navy, the Marquis de Traversay proving the insularity of the South Sandwich Islands;

- the sightings of the Antarctic Continent (but not quite the first, that honour falls to Bransfield); discovery and namings of Pacific islands and in the Antarctic, Peter I Island and the Alexander I Coast;

- and proving the insularity of the South Shetland Islands plus the existence of the Elephant and Clarence Islands Groups.

At times Bellingshausen doubted the existence of 'a great southern land', a section of his writings that the Soviet Navy interestingly omitted in their version of his report.

Rip Bulkeley's little masterpiece of research *Bellingshausen And The Russian Antarctic Expedition* (ISBN 978-0-230-36326-7) is published by *Palgrave Macmillan of Basingstoke and New York* at £55.00; significant discounts are available on the internet.

One hopes this relatively high price for 288 pages will not put too many readers off; it really is a model book, worthy of a wide readership.

One last point is worthy of mention that brings together the author's interests and which I had never previously considered.

The name of Bellingshausen's sloop was *Vostok* (East) which became associated with discovery.

What better name to give therefore to the world's first manned space craft?

Yuri Gagarin, in his own way, was going in the path of fellow Russian Bellingshausen, as it was later put in *Star Trek*, "boldly going where no men had gone before."



Life aboard the Lusitania

GLIMPSES of life aboard the Lusitania are revealed in a book published to mark the centenary of her sinking.

Lusitania: An Illustrated Biography (ISBN: 9781848688346) by J Kent Layton is published by *Amberley Books* and includes 200 photographs and illustrations, some of which are rare and taken from private collections.

Lusitania crossed the Atlantic for more than seven years before being hit by a German U-boat U-20 on May 7 1915. She sank in just 18 minutes, killing 1,198 and leaving 761 survivors.

Always punctual and dependable, she had

become the ship of choice for many transatlantic travellers but after her sinking the focus shifted to her political importance, with a number of conspiracy theories touted about her last voyage and sinking.

The biography looks at her entire story, from her conception and birth on the Clyde, to her career and, finally her demise off the coast of Ireland.



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Deaths

Capt Anthony D Hutton. HMY Britannia, HMS Leopard, Hermes, Norfolk, Wizard, Newcastle, Terror, Cossack, Newfoundland, Highburton, Hickleton, Orion, Defence Policy Staff and NATO. April 5. Aged 82.

Cdr Michael G Shattock. HMS Narvik, Bulwark, Rooke, Dolphin, Neptune, Sultan, Centurion, HMNB Chatham and DGNMT Staff. April 16.

Lt Cdr Colin H E Brewster. HMS Tyne, Illustrious, Indefatigable and RN Engineering College Plymouth, DG Ships Staff. April 3.

Lt Cdr Peter Gildea-Evans RNR. List 1 RNR. March 23. Aged 82.

Lt Cdr Ian I B P Hamon. HMS Fulmar, Seahawk, Falcon, Condor, Ministry of Technology & Procurement Executive. April 30. Aged 91.

Lt Peter R J Gilbert RNRV. HMS Unicorn, Victorious, 809 and 707 NAS also 757 and 111 RAF Sqns. March 22. Aged 94.

Lt William J A Christie RNRV. HMS Illustrious, 1838, 1830, 759 and 760 NAS. April 3. Aged 92.

Lt John T Dyer. HMS Ariel, Kestrel, Centaur, RNAS Ford, Eglinton, Lossiemouth, 814 and 764 NAS. March 14. Aged 85.

Sub Lt Kenneth F Dixon RNRV. HMS Chaser, Illustrious, Indomitable, 854 and 857 NAS. February 4. Aged 94.

Sub Lt Eric P George RNRV. 1849 and 1850 NAS. March 27.

Reginald Christopher Howard OSt.J. Served 1939-46 HMS Drake, RN Camp (Heybrook Bay), HMS Edinburgh Castle, RNH Plymouth and Sherbourne, MNBDOL, HMS Highflyer and Hunter. RN Medical Branch Ratings & Sick Berth Staff Association. April. Aged 93.

Robert 'Bob' Birrell CPO Engine Room. Served 1930-46 in carrier HMS Glorious and HMS Exeter at the Battle of the River Plate, where he was wounded in the back by shrapnel and in the knee. HMS Orion (44-46), Arctic convoys, D-Day landings, Africa, France and Battle of Crete. HMS Orion Association. January 13. Aged 101.

Robert 'Kojak' Cowan RM C/Sgt.

Served 1951-73 HMS Kenya, Ceylon, Vanguard, Sheffield, Victorious, Bulwark, Fearless and Intrepid; also 40, 42 Cdo and HQ 3 Cdo Bde RM. Member of many associations including the RMA, Kenya, Ceylon, Victorious and HMS Bulwark, Albion & Centaur where he was treasurer for 15 years. March 27. Aged 81.

Brian Healey L/Tel. Served 1952-62 HMS Ganges, Flint Castle, Opossum, Ulster, Wiston and HMS President (Admiralty twice). HMS Opossum Association. April 8. Aged 77.

Tony 'Oxo' Oxley CPO PTI. Served 1961-1983. His boxing career began when posted to the Far East where he won several local championships 1965-68, the Combined Services Championships 1969 and the ABA Bantamweight title at Wembley 1970. He was selected that summer for the Commonwealth Games in Edinburgh and selected as NATO Sportsman of the year. He retired from boxing to take up coaching and in 1974 was appointed the RN coach and 1975 an England coach. After retiring from the RN he joined HM Diplomatic Service as a security officer and served in 12 countries starting in Iraq and finishing in Kenya in 2001. April 19. Aged 72. For fuller report see page 39.

Keith Jumper Collins REMN. Served 1954-76 HMS Collingwood (three times), Tamar, Drake, Harrier, Ulster, Mauritius, Sirius, Argonaut, Mercury, ANZUK (Singapore) and Dryad. Attended Ulster and Mauritius reunions. April 23. Aged 79.

Kenneth Alan Hall. Served 1944-47 in HMS Bonaventure. April 12. Aged 88.

Charles Ralph Henderson, Ordnance Artificer. Served HMS Liverpool 1948-50, HMS Howe, Implacable and Theseus also Glendower RNTe and Excellent. HMS Liverpool Association. April 24. Aged 88.

Barry 'Roy' Coulson PO Clearance Diver. Served 1956-72 HMS Starling, Dalrymple also the CD teams at HMS Terror and Vernon. February in Crete. Aged 76.

ROYAL NAVAL ASSOCIATION
Donald 'Don' Rayner, Fleet Chief

Cook. Served 1949-51 and 1955-75 Royal Arthur, HMS Ganges, Acute, Hornbill, Victorious and Hermes. Norwich branch. April 1. Aged 86.

Charles Avern PO. Served FAA 1946-54 at various air stations and on board HMAS Sydney 1950-52. Birmingham Central branch. March 24. Aged 86.

Robert 'Big Bob' Stewart LRO(T). Community policeman for Holsworthy and Bude with Devon & Cornwall Police. Past chairman, honorary secretary and current social secretary of Bude RNA. Closely connected with the RNLI in Bude. April 19. Aged 68.

Alex Norton AB. Served 1942-46 on DEMS (Defensively Equipped Merchant Ships). Dockingham & District Branch. April in Western Australia. Aged 90.

David Hamilton CTI. Served 1959-86 HMS Mercury, Osprey, Lion, Hampshire, Endurance, GCHQ and Drake. Scarborough branch. April 22. Aged 74.

Rodney 'Rod' Woodward L/Sea ASW. Army 1948-50 then served the RN 1950-70 in HMS Vanguard, St Austell Bay, Consort, Vernon, Diana, Lincoln, Dufton, Eastbourne, Sheba and Danae. Member of Diana and Consort Associations and secretary of Halifax RNA from 1995. April 18. Aged 85.

Frank Plumb CPO AF/AE FAA. Served 1946-69 HMS Excalibur, Kestrel, Heron, Gannet, Daedalus, Falcon, Albion, Sea Eagle, Hermes, Centaur, Bulwark, Sea Hawk and Simbank; in Malaya (59-60), Borneo (63-66) and Radfan (Aden) 1967. Past secretary and president of Limavady branch. Aged 86.

ASSOCIATION OF ROYAL NAVY OFFICERS AND RNC

Cdr Anthony V Kay. HMS Hampshire, Sheffield, Dryad, Warrior, Collingwood, NATO, ASWE, MOD Nav Sec and Weapons Dept. Staff. April.

Lt Cdr J V Haddock. HMS Malabar, Mariner, Burghhead Bay and Pembroke. April.

Lt Cdr John F Malbon VRD** RNR. Naval Control of Shipping and Fort Southwick. April 17. Aged 95.

Lt Cdr Robin A Bannantyne. HMS Charybdis, Jupiter, Collingwood, Defence Ops West Byfleet and CInC Fleet Staff. March.

Lt Cdr Richard J Grindley. HMS Liverpool, Dolphin, Collingwood, London, DGSS Bristol, MOD Clyde, SCU Leydene and OSF Staff. March.

Rev Peter J Gregson. 40 Cdo RM, RM Deal, MGRM Staff, RNH Haslar, RNC Greenwich, HMS Raleigh, Illustrious and Osprey. March.

Lt Douglas E French RNRV. HMS Byrsa and Orlando. April.

SUBMARINERS ASSOCIATION
Herbie Duckett LME. Served 1943-57 in HM Submarines Otus, Tudor, Tactician, U1407, Aeneas, Affray, Solent, Tapir and Anchorite. Merseyside branch. April 1. Aged 90.

Jack Fowler L/Ck. Served 1966-80 in HM Submarines Artful (67-68), Ambush (68-69), Orpheus (69-71), Otus (73-74) and Onyx (78-79). Poole & District branch. April 4. Aged 72.

Alan Carter L/Sea UW. Served 1953-58 in HM Submarines Alliance, Seneschal and Tabard. Cheltenham & West Midlands branch. April 9. Aged 82.

'Alf' V Jobson AB ST. Served 1943-46 in HM Submarines Trenchant and Thorough. Australia branch. May 3. Aged 90.

Derek Whiting CPO MEA(P). Served 1958-71 in HM Submarines Tactician, Excalibur, Revenge and Otter. Basingstoke branch. April 15. Aged 80.

Lt Tony W C Eldridge DSC RNRV. Served 1943-45 in Chariots and HM Submarine Trenchant. Dolphin branch. April 13. Aged 91.

Frederick 'Fred' Bird CRS. Served 1955-67 in HM Submarines Taciturn, Artful, Alliance and Thermopylae. Gosport branch. April 16. Aged 79.

Ask Jack

HMS Bruce Association: I am compiling a 'Book of Remembrance' of persons who served in HMS Bruce between 1947 and 1950. If anyone knows of such persons who have died between 1952-1960, 1962-1968, 1970-75 or 1978-1992 could they please inform the undersigned of year of death, full name, rank and branch. I can then enter them in the book. It is intended to place the book in the museum at Crail at some future date. Contact secretary Mr D T Heath on 0121 532 4058 or write to 72 Westmead Drive, Oldbury, Warley, West Midlands B68 8QB.

Malcolm 'Ronnie' Corbett served in HMS Ark Royal as assistant Cook from December 1972 to February 1974, RNAS Yeovilton 845 Squadron as Acting Leading Cook from June 1975 to May 1978 and with 846 Squadron as Cook from April 1979 to February 1982. Ronnie would love to hear from anyone who knew him then. Please write to Malcolm Corbett, 9 Nobles Rest, Maude Street, Kendal, Cumbria LA9 4QF.

The Navy Hockey Wisden - The 'Walker': I was the RNHas Secretary 1986-2010 and having got the bug for RN hockey stories in the centenary season 2008-09, I am trying to write something about every player who ever played for ship, establishment, command or above. I am conscious at the age of 72, I have to get a move on but more importantly there must be hundreds of former players out there all over the UK as well as in my local area in Gosport, Fareham, Portsmouth and Havant. It's so sad to only get the stories after someone has crossed the bar and been selected for Big G's team in the sky. Please, boys and girls, do get in touch, I would love to hear from you. If you get in touch I will give you a men's - but only if you want one. Especially seeking Tony 'Chippy' Crampton and Jim Fairhurst, 'Sticks' Wellburn, John Lewis, Richard Brown, Rev Courtney Atkin, CPOCK Pedlar Palmer, Robbie Robinson, Willie Warr, Ted Austerberry from Albion 64-66 and CPOPTI Ken Walton - Collingwood (60s) or Sultan (80s). Contact Alan Walker at alan_walker15@sky.com or tel 01329 662164.

Travelling companion sought: Ex-Fleet Chief Tiff (HMS Eagle) Clifford 'Cliff' Mills would like to go on a world cruise aboard the Queen Elizabeth sailing from Southampton on January 10, 2016 and is seeking a like-minded companion, male or female, of at least 65 years, to share the twin cabin cost and social activities, fine dining and congenial company; he doesn't dance but enjoys travel and a game of non-serious Bridge. Contact Cliff at cliffad@hotmail.co.uk or ring 07722 203432.

Wakeful Wedding 1956: In 1956, Brian (Sandy) Sandom was serving in HMS Wakeful as an LM(E) then POM(E). Also in that year on April 14 he married Del in Peartree Church, Southampton. He is in

contact with his best man, Dusty Miller, in Australia, however three other messmates attended the wedding and he would like to make contact before their Diamond wedding anniversary next year. They were LM(E) Jock Foster, ME Bunty Atkinson and ME Gordon Plummer. Brian would be delighted to hear from anyone from that ship or any that he served in. If you know them contact Brian at brian@thesandoms.com or tel 023 8045 2054.

Sports Lottery

April 4: £5,000 - Mne P Ferguson; £1,800 - CPO A Hopper; £800 - Lt J Desmond; £600 - AB R Burke; £500 - AB S Bailey; £400 - Mne S Bleasdale.

April 11: £5,000 - Mne B Whitfield; £1,800 - LH V Trethowan; £800 - Capt D Bedford; £600 - AB J Howe; £500 - AB G Whittaker; £400 - CPO J Hobson.

April 18: £5,000 - Lt Cdr R Garner; £1,800 - LH J Moresco; £800 - Lt N Wilson; £600 - Mne N Morrissey; £500 - Lt A Neil; £400 - AB P Murphy.

April 25: £5,000 - LH D Sims; £1,800 - AB C Allen; £800 - Cpl J Cooper; £600 - Cdr S Waller £500 - AB E Field; £400 - WO1 S Tully.

May 2: £5,000 - LH J Thirkle; £1,800 - AB L Williams; £800 - PO T Drury; £600 - Maj A Bridson; £500 - AB C Jones; £400 - PO L Brewster.

Swap draft

ETWE1 Arnaudo, presently serving a 24-month assignment on board HMS Monmouth, is looking for a permanent position in Portsmouth. Contact him at HMSMONM-WE-ET1@arnaudogioe.com.

Senior Appointments

Rear Admiral J R H Clink to be Flag Officer Sea Training from July 27.
Lt J A Smith to be CO of URNU Bristol from June 1.

Competition

THE correct answer to the War & Peace Revival competition in our April edition was Leo Tolstoy, and the winners of the two family day tickets are Vic Evason, Kent and Roger Dixon, Cwmbran.

Reunions

September 2015
British Pacific & East Indies Fleets: A reunion, probably the last, is being planned, subject to numbers, from September 4 to 6 at the Britannia Hotel, Coventry. Further info from John Grossett on 01943 600588 or Alf Lonsdale on 01293 432049, asap.

HMS Kenya Association: The final AGM and reunion will be at the Hallmark Hotel, Derby from September 4 to 7. All ex-Kenyans most welcome. Laying-up of ship's standard at the Mayor of Derby's Chambers or in situ where the memorial plaque is on the 4th at 1500. For more information contact the secretary, John Rickwood, 01384 393235. All bookings with Isle of Wight Tours on 01983 405116 or 3 New Road, Lake, IOW PO36 9JN.

HMS Ocean Association: 28th annual reunion dinner and AGM will be held at the Tillington Hall Hotel, Stafford, from September 25 to 28. A warm welcome is extended to all ex-Oceans (R68 or L12), families and friends, whether Association members or not. Details from secretary Jim Hogan at jimhogan1@sky.com or tel 01253 795618.

October 2015
HMS Glory Association: Our next half-yearly reunion will be at the Ascot Hotel, Derby, from October 16 to 17 with a Trafalgar Dinner on Saturday night. Any former shipmates are invited. For more information contact Bernie Cohen at b.cohen2@ntlworld.com or tel 0161 946 1209.

HMS Illustrious Association: On October 17 1948 the liberty boat from HMS Illustrious was lost in Portland Harbour with the loss of 29 souls. A short service of remembrance will take place at the memorial situated in Portland Marina, Osprey Quay, Portland, Dorset DT5 1DX, starting at 1430 on October 17 2015. The service is open to anyone, especially those that have served in any Illustrious, or family members of those who did. For further information contact vice chairman Mike Brockwell on 01293 520352 or treasurer Mrs Ann Lefley at leidlefly@gmail.com or tel 01903 771394.

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.



Picture: Christopher Armstrong

● **HISTORIC frigate HMS Trincomalee is launching its own comedy club on board. The Hartlepool tourist attraction's first showing for the 'Rib Ticklers Comedy Club at HMS Trincomalee' sees comedian Silky, a former BBC New Comedy Awards finalist, supported by Middlesbrough comedian Fran Garrity. Stand-up comedian Matthew Fong is the opening act. To mark the occasion, the ship underwent a virtual name-change - see above. Tickets for the club event - which is open to over-16s only - cost £10, and are available from the link on www.hms-trincomalee.co.uk, by emailing visit@hms-trincomalee.co.uk or by calling the warship on 01429 223 193. The bar will be open beforehand, afterwards and between each act. All proceeds from the event will support the conservation and maintenance of this unique warship**

Entries for the Deaths and Reunions columns, and for Swap Drafts, in July's Noticeboard must be received by **June 12**

NOTICEBOARD ENTRIES

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: edit@navynews.co.uk. If you are sending your notice via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least two months (preferably three) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.



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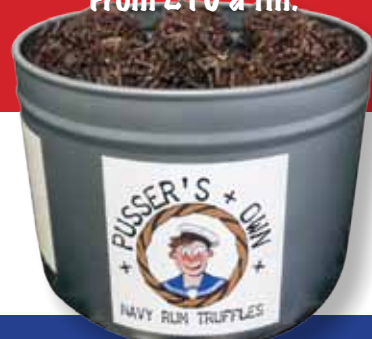
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Boxing champ mourned

FORMER Royal Navy boxing champion Tony Oxley has died at the age of 72.

Born in Bradford in 1942, Tony joined the Senior Service in 1961.

He was posted to the Far East where he progressed his early boxing career and between 1965-68 won several local championships.

In 1969 he won the RN and Combined Services Championships eventually reaching the ABA final at bantamweight. In 1970 he went one better winning the ABA Bantamweight title at Wembley.

He was selected that summer to represent England at the Commonwealth Games in Edinburgh.

He later toured the US with an England team including John Conteh and Alan Minter and was selected as NATO Sportsman of the year. He retired from boxing to take up coaching.

In 1974 he was appointed the RN coach and in 1975 appointed as an England coach.

Between 1978-1982 the Navy team won five back-to-back Combined Services Championships collecting five ABA titles along the way as well as several ABA finalists and numerous UK international vests.

In 1980-81 Tony led England teams to established multi-nations tournaments in Finland and Greece collecting 11 gold medals and two bronze.

Tony retired from the Navy after 22 years' service to join the diplomatic service. He served in 12 countries and retired in 2001.

He retired firstly to Gosport, Hampshire and latterly Maidstone, Kent.

He leaves a widow, a son, daughter, five grandchildren and one great-grandchild.

Trout are waiting

FISHERMEN are being urged to join the Portsmouth Services Fly Fishing Association.

The organisation, which was formed in 1949, leases six miles of fishing along the River Meon, between Exton and Wickham.

It also owns the fishing rights on one beat of the River Itchen and leases other stretches downstream of Winchester.

Both rivers are chalk streams renowned for their fly life so fishing is with single dry fly or nymph, fished upstream.

The Meon is known for its exceptional quantity of wild brown trout and during the 2014 annual EA fish monitoring survey, one of the PSFFA Meon beats was found to have a density of wild brown trout of approximately 255 per 100 metre.

The association also leases fishing on Seaford College Lake a few miles south of Petworth and on Wintershill Lake near Bishop's Waltham. Both lakes are stocked with 1½-2lb rainbows and are included in members' annual subscription rates.

PSFFA rates are currently: life membership, £100; annual subscription, £425; family subscription, £212.50; family under 18, £106.25; seagoing and overseas, £212.50.

For details visit <http://psffa.org> or write or email Membership Secretary, Mrs Denise Payne, at Green Banks, Dry Hill, Crockett Green, Warminster, Wilts, BA12 8AT or membership_psffa@btinternet.com, providing brief details of your Service qualification.

Davie makes history

FOR the first time in history a member of the Royal Navy became the manager of a UEFA-registered national football team.

POPT Davie Wilson was assistant manager for Gibraltar Football Association (GFA), but when former manager Allen Bula parted company with the GFA, Davie was asked to take over.

"I was shocked, but once the feeling subsided, I was excited while totally humbled that this, my adopted nation, felt they could entrust me with such an enormous challenge and life-changing responsibility," he said.

Davie's first match as manager was against his birth country Scotland.

He grew up in Glasgow before moving to Ayrshire in his teens and he was a professional footballer for Kilmarnock FC before joining the Navy in 1994.

The match proved to be a truly historical event for the GFA, who scored their first goal just before half time, giving Scotland's coach Gordon Strachan a nervous jolt.

The whole of Gibraltar exploded with excitement when Lee Casciaro, an officer in the Gibraltar Defence Police, scored the first goal and a blanket of hope lingered in the air as the game went into half time.

Scotland were a different team in the second half and finished the match 6-1 victors.

Davie said: "We were not naïve enough to think we could come



● POPT Davie Wilson, right, during a coaching session for the Gibraltar national football squad

away with a winning result, it's more about the performance and scoring the goal that we craved.

"Our position in the footballing hall of fame will be assured with our first year, our goal and the fact we played the world champions twice. The impact on Gibraltar has already been immense."

Since their acceptance into

UEFA in May 2013 the GFA have performed better than expected, however, as Davie explains, there is still a long way to go.

"One of our biggest challenges is changing the view that we are a small nation who can only defend our 18-yard box, I want to show that we can go forward and play football."

Throughout his 21-year career in the Navy he has represented the Service at football 120 times and holds joint sixth position in the post-war Royal Navy Player Record, for representing the Combined Services.

Davie has managed to adjust to the dual demands of his new job and his role as Exercise Remedial Instructor at the PRMC.

Navy delivers tough lesson for teachers

ROYAL Navy Rugby League provided a strong contingent to the GB Armed Forces squad in the opening round of the RFL Associations' Cup series.

Seven of the nine squad members made the starting line up and all scored in a comprehensive 50-6 victory over the GB Teachers in Leeds.

In fairness to the Teachers their match preparations were hampered by the M62 being closed meaning, despite a late start, they still only had 14 players at kick off.

A first-half try for LAET Ben Taylor and three conversions for ET Sam Carter contributed to the GBAF half-time lead of 22-0.

The second half was much the same, although the Teachers were adding to their squad almost minute by minute, the result was never in doubt.

Further tries to the RN players went to Cpl Steve Rile and CPO Kev Botwood, with Mne Tom Loxam scoring a brace on his



● From left, Mne Tom Loxam, LAET Lewis Taylor, Brad Singleton, Jamie Jones-Buchanan, CPO Kev Botwood and LAET Ben Taylor

debut for GBAF.

Sam Carter scored another conversion whilst AB Ryan Mathews took on kicking duties late on, scoring two himself.

A special mention to LAET Lewis Taylor and LPT Craig

Sutton, who both pulled on opposition shirts to help the Teachers and to ensure the game went ahead.

Earlier in the day four of the squad, Kev Botwood, Lewis Taylor, Ben Taylor and Tom

Loxam visited Headingley Stadium to join Leeds Rhino's stars Jamie Jones-Buchanan and Brad Singleton at the launch of this year's RNRL State of Origin fixture to be staged at the famous stadium on July 17.



● Action from the netball

Pictures: Matt Bromage

Honours for Cambridge

MORE than 500 students from the 14 URNUs around the country gathered at HMS Temeraire for their annual sports weekend.

Netball, hockey, rugby sevens, rowing, sailing and bucket ball proved fiercely competitive.

Mid Jonathan 'Taff' Gardener, whose goalkeeping heroics got Birmingham URNU to the hockey final, said: "It was just a great weekend all round."

"Staying on HMS Bristol, the social, meeting the other units and even playing hockey in goal for the first time ever - I've had an absolute blast and can't wait for next year."

After some matches of a very high standard, the final points tally was added up by Wales URNU organisers, with points

from a variety of sources.

Capt Henry Duffy, the CO of BRNC, presented the trophies to the individual sport winners, but the eventual overall winners of the event were Cambridge URNU.

Capt Duffy said: "The URNU offers incredible opportunity to undergraduates at numerous universities, and gives a unique insight into the history, capability and ethos of the Royal Navy."

"This action-packed sports weekend is just one way that we as an organisation achieve this."

"I can see it was enjoyed by all, and actually makes this one of the biggest sporting tournaments held in the Royal Navy. It was a wonderful experience and I congratulate Cambridge URNU on their deserved victory."

Shorts

■ ROYAL Navy Sub Lt Dan Raper competed at the V2 National Finals, gaining a national ranking of 3rd and qualifying for the V2 World Cup in the process.

V2 is the singles version of the fast-paced and fast-growing sport of VX. Called 'Dodgeball on Steroids' by the Americans, VX is a young sport which has spread rapidly across several countries and which is starting to make inroads into the UK's military as young VX players bring the sport into the different Services.

Dan, a trainee fast-jet pilot, has played the sport for several years and is an England international currently hoping to win a place in the squad for this year's World Cup. He plays for Ripon when his duties allow and is a former youth V2 World Champion.

Dan finished in third place to comfortably qualify for the 2015 V2 World Cup.

■ THE Inter Services Twenty20 Tournament 2015 will, once again, be held at Lord's Cricket Ground on June 11.

This is the eighth year in a row that Services cricket has been hosted by Marylebone Cricket Club (MCC) at Lord's, and the sixth year running for the Inter Services Twenty20 Tournament.

■ THE Royal Navy took part in an Inter-Service festival of rugby at RAF Halton.

The RAF Women dominated their Royal Navy counterparts with an impressive 55-15 victory but the Navy Veterans took the honours against the RAF Veterans.

The final match ended in a 32-point draw.

■ THE Royal Navy is running a series of grass roots female sports competitions, featuring netball, hockey and football.

Sessions take place at HMS Raleigh on June 10 and HMNB Clyde on July 8, culminating in a final at HMS Temeraire on July 15.

A number of monthly five-a-side football competitions for women are also taking place in Portsmouth and Plymouth.

For details contact Emily Loftus at Navy.Pers-temeraire.RNS07@sophie.davies@navyfa.com

■ THE Royal Navy Sailing Association's Jolly Jack Tar ventured across the Solent to some racing.

Jolly Jack Tar opened the event with a strong fourth place in race one before the wind died and racing was halted.

Day two and after four demanding races, Jolly Jack Tar was in third place overall.

The final day dawned sunny but the lack of wind meant racing was abandoned.

The weekend was a great warm up for the coming season with a variety of races and on-the-water coaching and full debriefing provided by the legendary former Royal Navy, Olympic and International sailing coach Jim Saltonstall and a multinational team from North Sails.



● Action from the rugby sevens



● Seta Raumakita breaks through the otherwise tight Army defence and (below) Ben Priddey crosses the line to score the RN's second try



● The legendary Dave Pascoe gets the RN moving – he replaced Johnny Stephen in the second half and became the first RN player to appear in 16 Army-Navy matches and (below) Kye Beasley and Edd Pascoe look to stop another strong run from Jope, the Army's No.8



● Runaway Roko... Army and England winger Semesa Rokoduguni leaves the RN defence behind as he powers to a stunning individual try in the Army's 36-18 Twickenham triumph
Pictures: Geraint Ashton Jones/Mark Andrews/Algin Photography/Army RU

Army bounce back to crush RN hopes

DEFEAT at the hands of the RAF was a deep blow to Army rugby pride and there was always going to be a response.

But if the Royal Navy were able to hold them early on during the season finale – the 98th Army-Navy clash, once again hosted at the sport's theatre of dreams, Twickenham – then perhaps the demons that haunted the Army at Aldershot might return.

But an Army side playing without pressure is a dangerous foe and too often RN ill-discipline allowed the soldiers to escape from their goal line.

Once they were on the front foot they posed too many questions for a Navy defence regularly facing a lack of numbers due to the Army's multi phase attacks.

The match started with palpable tension in a sell-out stadium – 81,116 passionate supporters created a fantastic atmosphere, but for the sides they were struggling to find continuity as both defences were pumped up.

An early penalty from Owain Davies for the Army was cancelled out by Jon Humphrey before two more penalties to the Army eased them 9-3 ahead.

Again this season the Navy lost a man as the TV match official confirmed obstruction by Dave Fairbrother on the Army's left wing, Jonasa Bulumukau, and though during the ten minute period they gamely tried to take the game to the Army the extra work load on the 14 players took its toll.

Jack Prasad was enjoying the extra room

afforded him and beginning to open up the Navy defence.

Though the RN's scrambled defence forced a couple of errors to prevent good opportunities becoming scores they eventually had to concede the opening try, scored by Army lock William Jones.

At 14-3 the Royal Navy knew they had to score next and to their credit the forwards lifted their game.

From a lineup 22 metres out they mauled strongly and forced the penalty. Ben Priddey decided to spurn the kick at goal and the confidence he had in his forwards was justified when they again drove the Army back with a cohesive maul.

The television match official was again called upon and it was decided that Josh Terry was at the bottom of the pile of players for the RN try. Humphrey landed a nerveless kick and the Navy were back in the game although still 14-10 behind.

The score was the last piece of Senior Service pressure in the first half as the Army came straight back at them with a vengeance. Gradually as the game was wearing on more of the fifty-fifty challenges were going the Army's way as they began to boss the breakdown. On a couple of occasions a second try looked certain but for heroic Navy defence. Just as they looked to have survived until half time the Army created an opening for their mobile lock, Jones, to gallop in for his second try for a 21-10 lead at half time – the RN knew they had to turn the tide in the second period.

Unfortunately, it was a case of the Army

growing in ascendancy as the game wore on. An early exchange of penalties was the prelude to an excellent individual try from England winger Semesa Rokoduguni.

However the Army's next try – courtesy of man of the match Bulumukau – was a fluent team effort finished off by Jonasa easing past Humphrey in the corner. At 36-13 the game was won, even though there was 15 minutes or so left.

Changes – some tactical, some through necessity – disrupted the flow of the game. Josh Terry and Kye Beasley both had blood injuries whilst Marsh Cormack was forced off following a blow to the head. Having lost their other lock Tom Cowley earlier on, this forced a considerable reorganisation of the Navy pack but did bring Jarrard Hayler on for his first cap.

The character of the RN team continued to shine through as they enjoyed some continuity of possession. With possession they were able to exert some pressure and eventually from another close lineup Ben Priddey popped out of the side of the maul for the try. Although Tom Davies missed the kick at goal, the gap had reduced to 36-18.

From the restart the Army controlled possession and ran the clock down until the referee blew the whistle.

The Army had restored some pride but for the Navy the final whistle brought the curtain down on a long season.

Still, there's always 2016. The date for next's year Twickenham clash has already been put in the diary: April 30. Tickets will go on sale in November.

Navy runners prove they are marathon men (and women)



● Maj Kestle (No 924) and Lt Lockett (No 1096) during the marathon

SEVERAL runners from the Royal Navy team achieved personal best times as they completed the London Marathon.

Setting the pace at the halfway point was Cpl Adam Stokes (40 Cdo) and Maj Charlie Pennington (HMS Excellent) who reached the 13.1 mile point in 76 minutes.

They were followed closely by training partners Lt Alex Lockett (771 NAS) and Maj Ryan Kestle (43 Cdo), sticking to their race strategy of 78 minutes. In the female race, Lt Cdr Jennifer Jenks led the way in 1.32hrs.

Cpl Stokes started to suffer in the final few miles along the embankment but he finished in a huge personal best time of 2.33hrs. Maj Pennington was second with a PB of 2.34hrs.

After racing to the 18-mile point together, Maj Kestle moved



● Lt Lockett, Cpl Stokes, Maj Kestle, Cpl Stay and CPO Smith

ahead of Lt Lockett and caught Paula Radcliffe at mile 24 and finished the marathon in 2.35hrs.

Although Royal Marines filled the podium for the Navy team, there were PB performances for Lt Lockett and Cpl Andy Stay (CTCRM), both finishing

in 2.38hrs, C/Sgt Andy Lavelle RM (30 Cdo) in 2.53 and Capt Adrian A Foster (RMR Bristol) in 3.0.16.

The women performed equally well, with the Navy's podium comprising of Lt Cdr Jenks (Southwark) in 3.17hrs and AB

Eilidh Bell (RNR Bristol) racing her first marathon in a superb time of 3.26hrs.

Lt Cdr Penny Freeman (HMS Excellent) recorded 3.36hrs with Lt Cdr Katherine Armstrong (Northwood) finishing in 3.39hrs. Full results can be found at www.virginmoneylondonmarathon.com.

The Royal Navy Marathon Team will travel to Washington DC in October to compete in the Marine Corps Marathon with the aim of retaining the Challenge Cup.

If you would like to get involved with RNR Athletics or distance running contact any of the following: Manager – WO1 Andy Marshall (01752 554092), Athletics Coach – Lt Cdr Gough (02392 573053) or Middle Distance Coach – CSgt Pete Belcher RM (01392 414509).